



U.S. Department  
of Transportation  
Federal Transit  
Administration



HAMPTON ROADS TRANSIT

# Draft Environmental Impact Statement VIRGINIA BEACH TRANSIT EXTENSION STUDY

## Appendix L *Public Involvement Report*

February 2015



Cover image: courtesy of the City of Virginia Beach

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## Appendix A

### Community Advisory Committee and Technical Advisory Committee Information

#### Technical Advisory Committee Contact List (updated January 2014)

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First	Last	Title	Organization	Street	City	State	Zip
Ray	Amoruso	Chief Planning & Development Officer	Hampton Roads Transit	509 E. 18 <sup>th</sup> St., Bldg. 4	Norfolk	VA	23504
Tony	Arnold	Director of Facilities Planning & Construction	Virginia Beach City Public Schools	2512 George Mason Dr.	Va. Beach	VA	23456
Marie	Arnt	Public Outreach Coordinator	Hampton Roads Transit	509 E. 18 <sup>th</sup> St., Bldg. 4	Norfolk	VA	23504
Clay	Bernick	Environment & Sustainability Administrator	City of Virginia Beach	2405 Courthouse Dr., Municipal Center, Bldg. 2	Va. Beach	VA	23456
Dempsey	Bruton	Public Works, Traffic Engineering Division	City of Virginia Beach	2405 Courthouse Dr., Municipal Center, Bldg. 2	Va. Beach	VA	23456
Bambos	Charalambous	Hydraulic Analysis Manager	Hampton Roads Sanitation District	P.O Box 5911	Va. Beach	VA	23471
Marc	Davis	Media & Communications Manager	City of Virginia Beach	2401 Courthouse Dr., Municipal Center, Bldg. 1	Va. Beach	VA	23456
Mike	Eason	Resort Administrator	SGA Resort Management	2101 Parks Ave., Suite 302	Va. Beach	VA	23451

First	Last	Title	Organization	Street	City	State	Zip
Ray	Firenze	Community Planning Liaison Officer	Naval Air Station Oceana	1750 Tomcat Blvd., Bldg. 230	Va. Beach	VA	23460
Bob	Gey	Public Works, Traffic Engineering Division Manager	City of Virginia Beach	2405 Courthouse Dr., Municipal Center, Bldg. 2	Va. Beach	VA	23456
Nancy	Hankins	Regulatory Branch	U.S. Army Corps of Engineers	803 Front St.	Norfolk	VA	23510
Mercedes	Holland	Installation Planner	Naval Air Station Oceana	953 Hornet Dr., Code PRA12	Va. Beach	VA	23460
Marc	Holma	Architectural Historian	Virginia Department of Historic Resources	2801 Kensington Ave.	Richmond	VA	23221
Amy	Inman	Project Manager	Virginia Department of Rail and Public Transportation	600 E. Main St., Suite 2101	Richmond	VA	23219
William	Journigan, Sr.	Deputy Chief, Operations	Virginia Beach Fire Department	2408 Courthouse Dr.	Va. Beach	VA	23456
Andrea	Kampinen	Architectural Historian, Office of Review and Compliance	Virginia Department of Historic Resources	2801 Kensington Ave.	Richmond	VA	23221





First	Last	Title	Organization	Street	City	State	Zip
Kathleen	Kilpatrick	DHR Director and State Historic Preservation Officer	Virginia Department of Historic Resources	2801 Kensington Ave.	Richmond	VA	23221
Terrance	Knowles	Environmental Protection Specialist	US Coast Guard	431 Crawford St.	Portsmouth	VA	23704
Karen	Lasley	Current Planning and Zoning Administrator	City of Virginia Beach	2405 Courthouse Dr., Municipal Center, Bldg. 2. Rm. 100	Va. Beach	VA	23456
John	Lauterbach	Community Planning Liaison Officer	Naval Air Station Oceana	1750 Tomcat Blvd., Bldg. 230	Va. Beach	VA	23460
Jim	Lawson	Public Works, Real Estate Division Manager	City of Virginia Beach	2405 Courthouse Dr., Bldg 2	Va. Beach	VA	23456
Delceno	Miles	President/CEO	The Miles Agency	P.O. Box 68229	Va. Beach	VA	23471
Eric	Nelson	Environmental Engineer	HDR Engineering	5700 Lake Wright Dr., Suite 300	Norfolk	VA	23502
Lee Roy	Padgett	Director of Engineering	Hampton Roads Transit	509 E. 18 <sup>th</sup> St., Bldg. 4	Norfolk	VA	23504
Bert	Parolari	Manager	Virginia Department of Environmental Quality	5636 Southern Blvd.	Va. Beach	VA	23462

First	Last	Title	Organization	Street	City	State	Zip
Camelia	Ravanbakht	Deputy Executive Director	Hampton Roads Transportation Planning Organization	723 Woodlake Drive	Chesapeake	VA	23320
Mark	Reed	Dept. of Museums/Historic Resources Coordinator	City of Virginia Beach	3131 Va. Beach Blvd.	Va. Beach	VA	23452
Lynette	Rhodes	Section Chief – Southern Virginia	US Army Corps of Engineers	803 Front St.	Norfolk	VA	23510
Mark	Shea	Transportation Planner	City of Virginia Beach	222 Central Park Ave., Suite 1540	Va. Beach	VA	23462
Bill	Sleasman	Distribution Project Manager	Dominion Virginia Power	1601 Hamilton Ave.	Portsmouth	VA	23707
Brian	Solis	Transportation and Transit Manager	City of Virginia Beach	222 Central Park Ave., Suite 1050	Va. Beach	VA	23462
Eric	Stringfield	District of Transportation Planning and Land Use	Virginia Department of Transportation	1700 North Main St.	Suffolk	VA	23434
Julie	Timm	Transit Development Officer	Hampton Roads Transit	509 E. 18 <sup>th</sup> St., Bldg. 4	Norfolk	VA	23504

First	Last	Title	Organization	Street	City	State	Zip
Jim	Van de Riet	Manager	City of Va. Beach Public Utilities Water Master Planning Section	2405 Courthouse Dr., Municipal Center, Bldg. 2	Va. Beach	VA	23456
Mark	Wawner	Project Development Coordinator, Econ Dev	City of Virginia Beach	222 Central Park Ave., Suite 1000	Va. Beach	VA	23462
Bobby	Wheeler	Public Works, Engineering and Services Administrator	City of Virginia Beach	2405 Courthouse Dr., Bldg. 2	Va. Beach	VA	23456
Cynthia	Whitbred- Spanoulis	Strategy and Performance Coordinator	City of Virginia Beach	222 Central Park Ave., Suite 1000	Va. Beach	VA	23462
Wayne	Wilcox	Senior Planner, Parks and Recreation, Bikeways	City of Virginia Beach	2408 Courthouse Dr., Municipal Center, Bldg. 21	Va. Beach	VA	23456
Justin	Worrell	Senior Environmental Engineer	Virginia Marine Resources Commission	2600 Washington Ave., 3 <sup>rd</sup> Floor	Newport News	VA	23607



## Community Advisory Committee Contact List (updated March 2014)

First	Last	Title	Organization	Street	City	State	Zip
Hardee's				2248 Va. Beach Blvd.	Virginia Beach	VA	23454
Pollard's Chicken	Betty Ann	Gravely	Co-owner	2316 Virginia Beach Blvd	Virginia Beach	VA	23454
Hackney Real Estate	Ashby R.	Hackney	Partner	4661 Haygood Rd. Ste 110	Virginia Beach	VA	23455
Virginia Beach Community Chapel	Rich	Hardison	Senior Pastor	1261 Laskin Rd.	Virginia Beach	VA	23451
Southern Lincoln-Lynnhaven	Brad	Hunt	President	2375 Va. Beach Blvd.	Virginia Beach	VA	23454
Va. Beach Vision	Tom B.	Langley	Board of Directors	309 Lynnhaven Parkway	Virginia Beach	VA	23452
Resort Advisory Council	Preston	Midgett	Chairman	302 23rd Street	Virginia Beach	VA	23451
H.D. Oliver Funeral Apartments, Inc.	Martin V.	Oliver	Owner	2002 Laskin Road	Virginia Beach	VA	23454
Potter & Co.	Walter	Potter		1604 Hilltop West Shopping Center #202	Virginia Beach	VA	23451
Potter & Co.	G. Brock	Potter, Jr.	Owner	1604 Hilltop West Shopping Center #202	Virginia Beach	VA	23451
Sugar Plum Bakery	Patricia	Rakes Clark	Executive Director	1353 Laskin Rd.	Virginia Beach	VA	23451
Linlier Civic League	Nancy	Riedemann	President	1341 Carolyn Drive	Virginia Beach	VA	23451
Sentara Healthcare	June	Robertson	Ambulatory Services	1060 First Colonial Rd.	Virginia Beach	VA	23454

First	Last	Title	Organization	Street	City	State	Zip
Eastern Shore Chapel Episcopal Church	Reverand	Deppe		2020 Laskin Rd.	Virginia Beach	VA	23454
Virginia Beach Friends School	Linda	Serrette	Head of School	1537 Laskin Road	Virginia Beach	VA	23451
Va. Beach NAACP	Carl	Wright	President	868 N. Newtown Rd, Building 870 Ste A	Virginia Beach	VA	23466
Young's Upholstery	Billy	Young	Owner	2428 Va. Beach Blvd. #102	Virginia Beach	VA	23454
Emerald Point Apartments	Tim	Faulkner	COO-The Breeden Company	2100 Westminster Lane	Virginia Beach	VA	23454
Chapel Lake Apartments	Tim	Faulkner	COO-The Breeden Company	Laskin Road	Virginia Beach	VA	23454
Courtyards of Chanticleer				1421 B. Automme Circle	Virginia Beach	VA	23451
Linkhorn Bay Condos							
Mayfair Mews Apartments				1001 Fleming Cir	Virginia Beach	VA	23451
Birdneck Village Apartments				952 24th St., Apt. 101	Virginia Beach	VA	23451
Oakcrest Apartments				1040 Gill Ct. #202	Virginia Beach	VA	23451
Linkhorn Place Apartments				1109 Allendale Drive	Virginia Beach	VA	23451
Lowes				2403 Va. Beach Blvd.	Virginia Beach	VA	23454
Wawa				2501 Va. Beach Blvd.	Virginia Beach	VA	23452
London Bridge Shoppes				2404 Va. Beach Blvd.	Virginia Beach	VA	23454



First	Last	Title	Organization	Street	City	State	Zip
London Bridge Plaza			Managed by Hackney				
London Bridge SC				315 N Great Neck Rd	Virginia Beach	VA	23454
Beach Pet Hospital	Sean	Beck	Dr.	316 N. Great Neck Rd.	Virginia Beach	VA	23454
Chambord Commons	Fred	Summs		2224 Va. Beach Blvd. #201	Virginia Beach	VA	23454
Select Realty, Inc.	Fred	Summs		2224 Virginia Beach Blvd., Suite 201	Virginia Beach	VA	23454
Renaissance Room				324 N Great Neck Rd	Virginia Beach	VA	23454
Old Point National Bank	Michael J.	Galvin	Sr. Vice President	1613 Laskin Rd.	Virginia Beach	VA	23451
Monarch Bank	Sheri	Newsome	Branch Mgr.	1635 Laskin Rd.	Virginia Beach	VA	23451
Pinboys At the Beach	C. Dwight	Mitchum, Jr.		1577 Laskin Rd., Suite 100	Virginia Beach	VA	23451
Taylor's Do It Center				1609 Laskin Road	Virginia Beach	VA	23451
Hilltop Veterinarian Hospital				1801 Laskin Road	Virginia Beach	VA	23454
Chez Madeleine European Hairstyling				709 N. Birdneck Road	Virginia Beach	VA	23451
Norfolk Christian Lower School				1265 Laskin Road	Virginia Beach	VA	23451
Albano Cleaners-Business Center				615 N. Birdneck Road	Virginia Beach	VA	23451
Birdneck Shoppes				501 Birdneck Road	Virginia Beach	VA	23451

First	Last	Title	Organization	Street	City	State	Zip
Sea Pines Apartments				952 Maximus Square #101	Virginia Beach	VA	23451
S.L. Nusbaum Realty Company				1700 Wells Fargo Building	Norfolk	VA	23510



**CAC Meeting October 28, 2009**

# Meeting Notes

Subject: Community Advisory Committee Meeting (CAC) #1 General meeting notes prior to and following breakout sessions	
Client: Hampton Roads Transit	HRT Doc. Control No. DR-009-49947-PLO11
Project: Virginia Beach Transit Extension Study (VBTES)	Project No: 111287.003
Meeting Date: October 28, 2009	Meeting Location: VB Economic Development boardroom
Notes by: Sheila Johnson - The Miles Agency	

**Attendees:**CAC Members

Sam Reid, Oceana Gardens Civic League  
 Kim Little, Chartway Federal Credit union  
 Ed Guidos, Columbus Station Condo Association  
 Ellen Sneed & Judy Bralerand, Pinewood Gardens  
 Cindy Miller, RK Chevrolet  
 B.G. Campbell, Community Group  
 Kirk Baldwin, Hoffman Beverage Company  
 Jim Brunt, Harbor at Lynnhaven Station  
 Steve Ciganek, Pembroke Station Condos  
 Barbara Clark, 16<sup>th</sup> and Artie Community Association  
 Bob Kerr, Central Business District Association  
 Carl Swanson, Thalia Civic League

Hampton Roads Transit

Michael Townes, President/CEO  
 Jayne Whitney, Senior VP for Development  
 Ray Amoruso, Senior VP for Planning and Public Affairs  
 Karen Waterman, Transit Development Manager  
 Marie Arnt, Public Involvement Coordinator

City of Virginia Beach

Councilman Jim Wood  
 Councilman John Uhrin  
 Steve Herbert, Deputy City Manager  
 Mark Schnaufer, Transportation Planning Coordinator  
 Travis Campbell, Transportation Planner

Consultant Team

David Vozzolo, Oscar Gonzalez, Eric Nelson and HDR staff  
 Delceno Miles and The Miles Agency staff



**Topics Discussed:**

See Agenda

**Action/Notes:**

1. Councilman Jim Wood welcomed all. He opened with a basic introduction highlighting his position as a member of City Council and current responsibilities. CAC members present were asked to briefly identify themselves and the areas of the City they represent. Councilman Wood also clarified how and why members were selected to be part of the CAC. He emphasized that the CAC is not here to make policy, nor is it here to advocate for light rail transit (LRT) or bus rapid transit (BRT). The role of the CAC is to discuss and share information as to how transit may impact residences, businesses and community facilities along the study corridor. Councilman Wood also talked about how the CAC should share how goods, services, and daily activities may be impacted by transit. He informed all that good communication is a vital part of this process asked all CAC members to please mention if they knew of other areas along the project corridor not present that should be represented.
2. Steve Herbert, Deputy City Manager, responsible for Planning and Community Development in the City of Virginia Beach, delivered a brief welcome. He noted the City's Comprehensive Plan is currently being updated, especially in regards to the City's Strategic Growth Areas (SGA). He shared that the future of transit/transportation has been a key topic of discussion at many neighborhood meetings and welcomed all comments/questions.
3. Michael Townes President/CEO of HRT delivered greetings to the City of Virginia Beach Councilmen and staff and CAC members. He noted that Virginia Beach is the most populous city in the Commonwealth, yet it has very limited transit options. He also mentioned that all final transportation alternatives are a local decision and HRT is excited to be part of the process. Mr. Townes introduced David Vozzolo, Vice President of HDR Engineering, and shared a few highlights of his extensive bio.
4. David Vozzolo thanked all, particularly CAC members, for taking the time to be a part of the VBTES process. He recognized Virginia Beach city staff for their support and briefly introduced the HDR team, project history, roles and responsibilities.
5. Mr. Vozzolo shared a brief power point presentation regarding the study, process and general expectations. He noted that information/feedback from the CAC will assist with neighborhood concerns and issues that may have not been previously mentioned. He updated all that this was the first of four CAC meetings. He noted there would also be a series of station area workshops to obtain additional feedback from the general public.
6. Mr. Vozzolo informed all that the VBTES role is to look at transit solutions along the project corridor. It was noted that BRT and LRT are the transit technology options being studied. Features and benefits of BRT were given. He noted that in regards to BRT there would be a paved roadway exclusive for buses. Mr. Townes further defined elements related to BRT. LRT features and benefits



were given as well, with an example of the Tide being highlighted. Mr. Vozzolo shared information from several successful LRT systems, including Charlotte, NC.

7. A CAC member wanted to know which direction the final transit decision was leaning with respect to BRT or LRT. She felt that additional information regarding the possible transit options would assist her participation as a CAC member. Wood clarified that currently neither scenario is a done deal. There is also a No-Build option as well as an Enhanced Bus option that will be examined and used for comparison purposes as part of the study process. Mr. Vozzolo clarified the meaning of the No-Build Alternative and the Enhanced Bus alternative.
8. An overview of the schedule was briefly highlighted to showcase ongoing activity. Delceno Miles of The Miles Agency was recognized along with Marie Arnt of HRT. All were given general information regarding the corridor prior to moving into the breakout sessions. Breakout sessions were designed to solicit input from CAC members with respect to access, parking, deliveries, environmental issues and community facilities. The three segments include: Newtown to Town Center; Town Center to Lynnhaven; Lynnhaven to Oceanfront.
9. Once breakout sessions were completed, each team was asked to give a 1 to 2 minute update regarding their discussion/team meeting. A CAC member was designated as the spokesperson for their respective group to report out what was discussed in their session (View CAC Meeting #1 Breakout Groups Notes for additional information.)
10. In closing, Councilman John Uhrin gave final remarks and thanked all for participating.



**CAC Breakout Session Notes****Meeting Notes**

Subject: CAC Meeting #1 (Notes from breakout sessions)	
Client: Hampton Roads Transit	HRT Doc. Control No. DR-009-49947-PLO11
Project: Virginia Beach Transit Extension Study	Project No: 111287.003
Meeting Date: October 28, 2009	Meeting Location: VB Economic Development boardroom
Notes by: The Miles Agency	

**Attendees:**

See Meeting summary

**Notes from Corridor Discussion for Breakout sessions - Newtown to Town Center**

Jayne Whitney of HRT and David Vozzolo of HDR facilitated the discussion which included business and civic leaders on the CAC.

**Transportation****Access area:**

- Constitution Drive extension will help provide more access for Columbus Station corridor and access to transit line
- Concerns about existing traffic problems on Independences Blvd N/S and Virginia Beach Blvd (major roadways) and the possibility of increased traffic in border neighborhoods, especially along Virginia Beach Blvd.
- Questions about how the transit extension could impede customer access to established businesses along the proposed route.
- Question by one community leader is how useful a transit system would be for her if she only needed to travel a short distance?
- Only one access through and over railroad until extension is built for Thalia Creek
- Chartway Federal CU -business access for customers at 4 different locales
- Currently a number of foot traffic goes from Greenwich Rd crossing over right-of-way for lunch to Princess Anne Rd; Burger King, Zero's etc.
- Cleveland Street is often used as a back door from Town Center
- Access uses of Kellam Rd which has red- switch is used to avoid congestion of Independence Blvd
- Princess Anne High School has large percentage of foot traffic from students

**Environmental****Visual**

- Use of an elevated transit line/crossing in areas prone to flooding
- Possibility of using existing railroad tracks and integrating transit line with major roads
- Placement of metal fences, concrete barricades to section of commuter area from adjoining neighborhoods

Noise

- How loud will the construction and finished transit line be for bordering neighborhoods?
- Concerns over noise from commuters at stations

Wetlands

- Mitigation of wetland site at Thalia Creek

**Open & Recreational Space/Community Facilities:****Community features:****Parklands**

- Areas that might be disrupted by transit line include Columbus Condo Walking park, Town Center park area

**Recreation**

- Questions about impacts to community athletic fields, running tracks, bike paths, and walking tracks. (Point of View neighbor Park)
- Special concerns for residents between Newtown road and Town Center
- Consideration of future new home construction, new neighborhoods/subdivisions
- Safety concerns for students who walk to and from the Princess Anne area schools and heavy foot traffic along the Virginia Beach Blvd corridor around Pembroke Mall and Town Center.

**Unique Structures or Characteristics**

- Projected plans for new apartments and single family homes along Euclid and Bonney Rd East of Norfolk Southern right-of-way
- Relocation of businesses through Cleveland corridor; ABC Redevelopment potential Circuit City, FX and HQ areas are underutilized at this time; maybe can be used for future community station or park and ride

**Other Comments**

Community members asked questions on station placement including:

- Which communities will be directly impacted by the transit line and stations?
- Will station placement be based on neighborhood demand?
- Will stations be placed near heavily used businesses?
- What is the percentage of park and ride versus walk and ride for those who will use either BRT or LRT?
- Can you describe what the potential characteristic of each station would be like?
- Is it possible that Newtown Rd and Witchduck Rd may be future stations but not now during this phase of the planning?
- Will the transit line follow a linear design or something like a spoke and wheel configuration?
- Can we look at options that include residential park and rides outside of original destinations?
- Do we have other options other than the LRT and BRT to consider?

### **Break-out Sessions Wrap-up**

The Norfolk extension stops on the Norfolk side at Newtown Rd

We question where the pedestrian movement for the ridership is coming from; (What neighborhoods)?

The recreational uses of Point O'View Park; ball field

Witchduck Rd potential Park & Ride

Will something else be done with the Aragona access moving through Kellam Rd?

Park & Ride at Town Center

Pedestrian activity at Thalia Creek



## Notes for Town Center to Lynnhaven breakout session (Discussion facilitated by Eric Nelson of HDR and Karen Waterman of HRT)

### Transportation (parking, traffic, vehicular movement, pedestrian access and safety, deliveries)

- Community Group – Manage Condominiums is on Bonney Road near Pembroke
  - Does not believe the business will be impacted.
  - Does not have any communities in the area that would be affected.
- Thalia Civic League is north of the corridor. Concerns:
  - Where would stations be
  - How would it affect driving
  - What will the wait time be for the train to cross
  - What type of fuel
  - There will be a dredging transfer station with approximately 50 trucks a day about every six years or so; plans in the works
  - Primary concern will be access to Bonney Road, Lynn Shores Drive, and VA Beach Boulevard
  - Limited /no concerns about safety
- Eureka Park neighborhood is on the Lynnhaven Parkway end of the study. Concerns:
  - Residents use Lynnhaven Parkway to get to Virginia Beach Boulevard and are concerned about getting to/out of residences and onto Lynnhaven Parkway if the rail crossing is not elevated
  - Residents have private fences in right-of-way
  - Concerned about property value dropping
  - Not concerned about the noise
- RK Chevrolet is located near Virginia Beach Boulevard and Lynnhaven Parkway. Concerns:
  - Will they lose access to back roads near the corner of Lynnhaven Parkway and Virginia Beach Boulevard
  - Will the overflow parking along the right-of-way be affected
  - Deliveries comes off of the highway
    - Will find out which streets are used for deliveries and report back to the committee
  - Chief concern is about congestion on Virginia Beach Boulevard
  - Concerned about right-of-way where the fleet parking is located
- Southern Boulevard and Lynnhaven Parkway are congested
- 7-11 made the area really busy and congested; No traffic light and the interstate is right there
- Many people make a U-turn at that railroad near 7-11
- Some people walk across Lynnhaven Parkway from their places of business to the 7-11
- Will the new fire station being built in the Witchduck/Cleveland/Aragona area have to cross the rail tracks
- Will there be fencing for protection and safety?

### Environment (visual, noise, wetlands)

- Thalia Civic League - Noise might be a concern depending on which mode is selected
- How much space is needed (how wide) for the bus or light rail and stations
- Will it run 24-hours day
- Will there be barriers

### Unique Community Features (parklands, recreational, historic resources)

- There are approximately seven homes in Eureka Park neighborhood located on the right-of-way
- There is an actual park in the Eureka Park neighborhood
- How will the park in the Eureka Park neighborhood be affected
- There is a camp behind Lowes and around Wawa

### **Break-out Sessions Wrap-up**

#### **Town Center – Lynnhaven Parkway**

- Thalia area concerned about traffic to Virginia Beach
- Concerned about fire station # 7 access to Virginia Beach Boulevard
- Lynnhaven area has congestion at the railroad crossing
- Is concerned about the tracks being near the interstate and having access to back roads (Southern Boulevard)
- There are no lights traffic lights for Eureka Park residents
- Suggested fencing at Eureka Park
- Is there a historic site at back of Mustang Road



**Notes from the breakout session Lynnhaven-Birdneck/Birdneck-Oceanfront – Discussion facilitated by Oscar Gonzalez of HDR, Mark Schnauffer (City of Va. Beach).**

**Transportation:**

**- Access – Birdneck-Oceanfront**

The break out session consisted of a robust discussion regarding plans for the bus and/or train route once it ends at Birdneck. Questions included the following:

1. Which direction is being considered for travel? (17<sup>th</sup> Street to Birdneck and down 19<sup>th</sup> Street, or Norfolk Avenue through the trailer park to 19<sup>th</sup>?).
2. There is already a major bus station at 19<sup>th</sup> and Pacific. How will it be dealt with? Where will you cross? Norfolk and 17<sup>th</sup> or Norfolk and 19<sup>th</sup>? How will you cross? The group noted that there would be less impact traveling Norfolk Avenue to 19<sup>th</sup> Street.
3. In reference to “park and ride” facilities for beach employees it was stated that current options are inadequate. The group asked if there would be an opportunity for retailers to contribute to the development of a municipal parking lot. It was also strongly emphasized that there is a need for safe and reliable parking. It was shared that having a facility west of Birdneck Road with the ability to bus people in would be a plus. The group stated that a balance between parking and ridership are key factors that need to be evaluated to push the use of the transit system alternative. All felt that cost to use would play a major role. How much would it cost to ride?
4. The representative from the storage facility was concerned as to whether the service will turn or end at their facility? They are very interested in the designated route of travel for the train.
5. Will park and rides consist of surface parking only?

**Other concerns/suggestions:**

- One attendee lives at 86<sup>th</sup> Street. Buses stop within the vicinity of 86<sup>th</sup>. If they are ahead of schedule – no one is on the bus. The buses at 19<sup>th</sup> Street are packed. How do you even out the ridership?
- All agreed that a combination of bus and rail service makes sense. It was also noted that connections between the rail/bus were key.
- It was mentioned that there should be no park and ride facilities in the resort area. Park and rides should be positioned close to Birdneck so that people coming from Croatan would be able to utilize the system since there is not an option to park at the resort
- It was noted that 17<sup>th</sup> and Birdneck would be a great place to park
- It was suggested that stations should not become homeless shelters
- Parking must be very well thought out to minimize traffic traveling through the neighborhoods
- Enhanced bus is needed to support visitors to the city
- The ability to support special events is key

**- Access – Lynnhaven-Birdneck**

During the discussion it was noted that Lynnhaven south of the expressway is extremely crowded but north of the expressway it is less of an issue. It was also stated that rail would not negatively impact the Lynnhaven community it would actually be a positive if paid for by ridership. Questions included the following:

1. Will light rail be elevated? Would an elevated/overpass solution work?
2. There is an egress/ingress onto I-264 in conjunction with a stop light. Rail will be a positive solution. As it stands the current traffic situation is a nightmare for those trying to get on and off of the expressway. The owner of the London Bridge Garden Center wants to know what the real solution is.
3. Will there be a transportation alternative to get people to Lynnhaven Mall from the train?

**Other concerns/suggestions:**

- Mornings and afternoons are problematic with congestion (6-9AM and 4-6PM). Per the group the main issue seems to stem from drivers making a left turn onto Virginia Beach Blvd.
- It was noted that there would be a light located directly in front of the Garden Center. It was suggested that the light for rail and the light for cars be synchronized. The owner also mentioned that his preference is that the light not be located in front of his business. Due to the lack of pedestrian traffic in the area it was felt that this would not pose a problem.
- The Great Neck corridor would be a great place for a station. (potential for a station at the London Bridge area)
- Trains would assist with clearing the intersections very quickly
- Coordination with VDOT critical regarding plans for I-264 at Lynnhaven
- Regarding span of service – want to ensure that service is available to accommodate those in the workforce
- Highlighting Lynnhaven to Birdneck – traffic issues are critical. Great Neck Road and Virginia Beach Blvd need relief prior to any additions.

**Unique Community Features****- Birdneck-Oceanfront**

1. Seatack Recreation Center
2. Elementary School at 16<sup>th</sup> and Arctic
3. Historic homes, bed and breakfast, etc.

**Environmental****- Birdneck-Oceanfront/Lynnhaven/Birdneck**

1. Need to buffer established neighborhoods
2. Desire “green” station roofs

**Misc:****- Birdneck-Oceanfront/Lynnhaven/Birdneck****During the discussion the following questions arose:**

1. Are there any turning issues for the trains? Experts responded that the trains are double ended (do not need to around).
2. What happens when the trains stop running? Do they just sit there? Will cars be stacked to control the crowds, especially at large events? Will there be end of the line stations?
3. Where will the maintenance/storage areas be located in regards to the end of the line? It was mentioned that they did not want this effort to impact any neighborhoods.

**Other concerns/suggestions:**

- Trains must be reliable – they must run on time
- The marketing initiative should focus on making the trains a “cool” experience for all. Commuters need to be a part of the ridership
- This will be a benefit for tourists. It will eliminate the fear of getting lost.
- It will also serve tourists in regards to secured parking while visiting the Oceanfront.



### **Questions Received from CAC members at the October 28, 2009 CAC Meeting**

1. How useful a transit system would be for her if she only needed to travel a short distance?  
How would it affect driving?

*Answer:* A transit system can be useful for *any* length of trip if it provides a more appealing method of travel between two points than other modes. People use transit for various reasons: some find it more convenient or economical and save on gas, or environmentally friendly, or more in line with a pedestrian lifestyle, or because they save time. Very short trips often occur within transit corridors that feature routes with close station spacing and frequent service (be they buses, streetcars, or light rail) and often provide a better option than walking or driving the same trip. When transit systems attract riders who would otherwise have driven, traffic is reduced since those riders no longer use their cars on the roadway.

2. How loud will the construction and finished transit line be for bordering neighborhoods?

*Answer:* As any construction project, there are instances of associated noise, but every attempt is made to minimize impacts to surrounding areas. The noise associated with the finished transit line will depend on the transit technology used. In operation, a BRT vehicle would sound like a MAX commuter bus. A LRT vehicle which draws its propulsion power from overhead electric catenary wires is very quiet.

3. Which communities will be directly impacted by the transit line and stations? Will station placement be based on neighborhood demand? Will stations be placed near heavily used businesses? Where would the stations be?

*Answer:* As presented during the December 2<sup>nd</sup> and December 9<sup>th</sup> Station Area Workshops the following transit station areas being evaluated as part of the VBTES:

- Witchduck
- Independence (Town Center area)
- Lynn Shores/Thalia
- Lynnhaven Road
- Great Neck/London Bridge
- Oceana
- Birdneck
- Va. Beach Convention Center
- Oceanfront

As the study progresses, specific station locations will be evaluated and identified based on factors that include accessibility, ridership demands, available property, local traffic and circulation impacts and neighborhood/community compatibility.

4. What is the percentage of park and ride versus walk and ride for those who will use either BRT or LRT?

*Answer:* A detailed traffic impact analysis will be conducted to determine the effect of proposed transit station locations along the corridor, including at high volume

intersections. The analysis will also examine current and future traffic conditions and pedestrian activity along with proposed transit operations, schedules, and ridership estimates. The analysis will estimate whether the higher level of service and accessibility provided by fixed guideway transit will enable more people to reach the area by local bus service. The analysis will also examine the multiple means to arrive at the station areas--walking, biking, transit and by automobile.

5. Can you describe what the potential characteristics of each station would be like?

**Answer:** There will be certain elements that are consistent at each station, such as fare vending machines, benches, overhead canopies, windscreens, bicycle racks, and trash receptacles, etc. More defined characteristics of each station will be based on the results of the ridership analysis and the compatibility with the surrounding community.

6. Is it possible that Newtown Road and Witchduck Road may be future stations but not now during this phase of the planning?

**Answer:** There will be a station at Newtown Road as part The Tide, Norfolk's light rail system currently under construction. Potential stations for the Virginia Beach extension will be analyzed as part of the VBTES project.

7. Will the transit line follow a linear design or something like a spoke and wheel configuration?

**Answer:** The transit extension under study would operate from the end of the The Tide at Newtown Road to the Virginia Beach Oceanfront along the inactive Norfolk Southern Railroad right of way. Future corridors currently not under study could connect other sections of the city to the transit line.

8. Can we look at options that include residential park and ride outside of original destinations? Will park and rides consist of surface parking only?

**Answer:** As a part the VBTES analysis, stations will be studied to determine the need for park-and-ride facilities with appropriate capacity, based on projected system ridership, and appropriate locations for those facilities.

9. Do we have other options other than the LRT and BRT to consider?

**Answer:** LRT and BRT are the transit technologies that will be examined within the Build Scenarios for the AA/SDEIS. The other alternatives that are part of the AA/SDEIS are a No Build option and an Enhanced Bus option.

10. What will the wait time be for the train to cross?

**Answer:** For most existing LRT systems, it takes approximately 30 seconds for a LRT vehicle to completely clear an intersection.

11. What type of fuel?

**Answer:** A BRT vehicle uses clean diesel fuel. A LRT vehicle operates from overhead electric catenary wires.



12. Will they lose access to back roads near the corner of Lynnhaven Pkwy and Va. Beach Blvd? Will the overflow parking along Southern Blvd. be affected?

*Answer:* As a part of the VBTES analysis, efforts will be made minimize impacts to properties adjacent to the inactive Norfolk Southern Railroad right of way.

13. Will there be barriers? Will there be fencing for protection and safety?

*Answer:* Generally fencing is not installed along the right of way or areas where the tracks are at grade level. Fencing is placed on the outside areas of the stations and may extend about 50 feet in each direction.

14. Will the new fire station being built in the Witchduck/Cleveland/Aragona areas have to cross the rail tracks?

*Answer:* Emergency vehicles responding to any emergency heading south from the station would need to cross the right of way. Light rail vehicle operators would be required to yield to emergency vehicles crossing the tracks at any point along the route. As with The Tide in Norfolk, HRT's Safety & Security staff would coordinate with city staff in emergency planning.

15. How much space is needed (how wide) for the bus or light rail and stations?

*Answer:* The amount of space needed for a station varies. The largest land area required in the station area would be for parking and storm water management. The amount of parking required will be identified as part of the ridership forecasting effort now underway. It is anticipated that the inactive Norfolk Southern right of way will be able to accommodate the two tracks and station platform for LRT or the roadway for BRT.

16. Will it run 24-hours a day?

*Answer:* No, the transit system will likely run to match the hours of The Tide in Norfolk and HRT bus service.

17. How will the park in the Eureka Park neighborhood be affected?

*Answer:* The park in Eureka Park will not be significantly impacted by the transit extension. No land is anticipated to be taken from the park for either the light rail or bus rapid transit alternative. New elements would be placed in the proximity of the park's viewshed, including new tracks or roadbed and overhead electrical wires along the alignment (for the LRT alternative).

18. Is there a historic site at back of Mustang Road?

*Answer:* As part of the VBTES, all historic structures along the transit alignment will be identified.



19. Which direction is being considered for travel? (17<sup>th</sup> Street to Birdneck and down 19<sup>th</sup> Street, or Norfolk Avenue through the trailer park to 19<sup>th</sup>)

**Answer:** Several options are being evaluated for the area east of Birdneck Road, including the options mentioned above. No specific recommendations for east of Birdneck Road have been made yet.

20. There is already a major bus station at 19<sup>th</sup> and Pacific. How will it be dealt with? Where will you cross? Norfolk and 17<sup>th</sup> or Norfolk and 19<sup>th</sup>? How will you cross?

**Answer:** It's important to remember that even for the LRT alternative, transit connections to bus and shuttle operations are very important for the riding public and the study will consider the current configuration of service and how to maximize it. Regarding that particular property, known as the "Dome Site," it is currently being considered for a large scale redevelopment not associated with the transit improvement. Potentially, this development would impact the location of the HRT facility at 19<sup>th</sup> Street and Pacific. Future scenarios could integrate a transit station with a redeveloped site.

21. How much would it cost to ride?

**Answer:** The cost of riding the new transit service is anticipated to be same as HRT's local bus service when it opens. At this time, the regular one-way fare is \$1.50.

22. Busses stop within the vicinity of 86<sup>th</sup> Street. If they are ahead of schedule – no one is on the bus. The buses at 19<sup>th</sup> Street are packed. How do you even out the ridership?

**Answer:** At 19<sup>th</sup> Street and Pacific (transfer point) the #20 and #33 enter and head North towards 68<sup>th</sup> Street (not 86<sup>th</sup> Street). At 68<sup>th</sup> Street they lay over because it is too crowded at 19<sup>th</sup> Street.

23. Will the light rail be elevated? Would an elevated/overpass solution work?

**Answer:** The technical analysis that will be completed as part of the AA/SDEIS will examine where elevated crossings may be necessary.

24. Will there be a transportation alternative to get people to Lynnhaven Mall from the train?

**Answer:** The VBTES includes identifying feeder bus options to provide connections to the transit extension under consideration, which could include the mall. Currently, the mall is served by HRT's bus route #26, 29 & 37.

25. Are there any turning issues for the trains?

**Answer:** No, the LRT vehicles can operate from both directions and do not need to turn around. Turning radii on the streets in the area east of Birdneck Road are sufficient for both the LRT and BRT alternatives with minor modifications.

26. What happens when the trains stop running? Do they just sit there?

**Answer:** A vehicle storage and maintenance facility will store the LRT vehicles when not in operation.

27. Will cars be stacked to control the crowds, especially at large events?

**Answer:** The study will develop an operations plan for both the fixed guideway investment and the related feeder bus improvements.

28. Will there be end of line stations?

**Answer:** Yes. The east end of line station for The Tide in Norfolk is currently being constructed at Newton Road. As a study of transit extensions of that system, the VBTES project is analyzing the potential locations for a new east end of line station.

29. Where will the maintenance/storage areas be located in regards to the end of the line?

**Answer:** Several locations for a vehicle maintenance facility are under consideration. The facility would be located in an area of compatible (industrial) land use types with sufficient access for both employees and the transit vehicles.

**CAC Meeting June 24, 2010****Meeting Notes**

Subject: Community Advisory Committee Meeting #2 General meeting and group discussion notes	
Client: Hampton Roads Transit	HRT Doc. Control No. DR-009-49947-PLO11
Project: Virginia Beach Transit Extension Study	Project No: 111287.003
Meeting Date: June 24, 2009	Meeting Location: VB Economic Development Boardroom
Notes by: Delceno Miles - The Miles Agency	

**Attendees:**

Refer to attached attendee sign-in sheets

**Topics Discussed:**

See Attached Agenda

**Action/Notes:**

1. Councilman Jim Wood welcomed all.
2. Oscar Gonzalez and Eric Nelson, both of HDR Engineering, Inc., shared a Power Point presentation providing an update and status on the Virginia Beach Transit Extension Study. They addressed general questions about project terminology, the marketing of the public meeting coming up on June 30<sup>th</sup>, Station Areas, Vehicle Storage Maintenance Facility (VSMF) issues and East of Birdneck Alternatives.
3. It was suggested that the June 30<sup>th</sup> public meeting notice be posted on the city's cable access station – VBTv. HRT will check on this.
4. It was also suggested that the meeting time for the next CAC meeting be earlier in the day. HRT will speak with CAC members to determine the majority's preference when scheduling the next meeting.
5. Group discussions followed the presentation. Those notes follow this section.
6. Following the group discussions, Councilman Wood thanked everyone for coming.

**Group Discussion Summary Notes****Group #1****Birdneck and East of Birdneck**

- Birdneck approved for 45 mph
- LRT, on Birdneck will cause community impacts
- Concern about children's safety in this area
- What will the train speed be on Birdneck?
- Employee parking facility for residents or tourists?





- Work with Oceanfront hotels – easy flow from Birdneck to Oceanfront
- Norfolk Avenue has less traffic for rail
- Not for pushing people out of homes
- Potential hotel at Convention Center
- Look at 19<sup>th</sup> and 17<sup>th</sup> and what is going on there
- Why can't hotel there be upgraded to Convention Hotel?
- 17<sup>th</sup> to be redeveloped – be aware of city plans
- Employee/visitor parking (safe place). Law Enforcement Training Center – then access to station
- Issues with parking in neighborhoods around Oceanfront
- Commuter friendly into Oceanfront
- Blue line (East of Birdneck Option B-1) may be best option

### **Lynnhaven**

- How far would the structure be elevated in feet and length?
- Problems with getting out of neighborhood

### **Town Center**

- Constitution/Independence grade separation
- How to get across 3 streets and still make people feel it is a neighborhood

### **General**

- What kind of stops?
- Go through at grade parking at Town Center and have station

### **Group #2**

### **Birdneck/East of Birdneck Alternatives**

- Speed limit through neighborhoods
- VDOT approved 45 mph on Birdneck
- Should not be high speed in community pockets (Seatack)
- Members of Rehoboth Baptist cannot turn left going South on Birdneck Road to enter their church
- Option B1 would better serve Seatack – less encroachment on residents, retail and churches (Rehoboth Baptist & St. Stephen's Church of God in Christ)
- Already have congestion problems on Birdneck
- Parking and traffic from Dome site
- Redevelop 17<sup>th</sup> Street and mobile home park
- Rail line (East of Birdneck Option A-1) should help people get to work particularly those who are poor
- Need to review BRT vs. LRT (how much turning space is needed for BRT and the fuel – gas vs. electric regarding air quality)
- There must be a North – South feeder
- How will LRT impact and create opportunities for jobs? Will residents impacted by LRT and where the train runs through benefit much from it?

**CAC Meeting February 21<sup>st</sup>, 2013**

VBTES COMMUNITY ADVISORY COMMITTEE  
LASKIN CORRIDOR  
MEETING SUMMARY NOTES  
Eastern Shore Chapel  
February 21, 2013  
6 PM – 8 PM

**ATTENDEES: SEE ATTACHED SIGN-IN SHEETS (10 were Laskin stakeholders)**

After the power point presentation by Julie Timm, HRT Transit Development Officer, that gave an overview of the VBTES and Laskin Road options, Laskin stakeholders asked the following questions:

1. Who gets the final vote on the project?
2. What happens with Federal funding?
3. What is included for riders?
4. What is the cost of the rail?
5. Without VDOT program, how much would this cost?
6. Does it include elevation for Laskin Road?
7. Who takes precedence – VDOT or VBTES? City or Federal?
8. Is there a current preference between the two alternatives – LRT and BRT?
9. What if city council votes against the project?
10. What is the vision for the Laskin stations?
11. Where are the proposed stations?
12. Would plans start over again with Hilltop down to Birdneck?
13. How is the decision being made on station locations?
14. Are the public meetings/presentations going to be similar to the CAC presentation/meeting?
15. What is BRT?
16. Is the lane width still 28 feet on Laskin Road?

Ms. Timm, Mark Schnauffer of the city's SGA office and HDR staff responded to each question. CAC members were encouraged to ask questions one-on-one with staff and consultants as needed.


The public meetings on February 25<sup>th</sup> at Linkhorn Park Elementary and the 28<sup>th</sup> at Eastern Shore Chapel were announced.



## Appendix B Meeting Materials and Summary for September 9 & 10, 2009 Project Initiation Meeting

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### Meeting Announcement



HRT is in the early stages of conducting an evaluation of transit options for the community. The Virginia Beach Transit Extension Study will examine alternatives for a fixed guideway connection from the eastern end of The Tide at Newtown Road to the Virginia Beach Oceanfront area along Norfolk Southern Corporation's inactive railroad right of way.

You are invited to attend one of the following public meetings that will introduce the study and provide opportunity to submit public comment:

September 9, 2009  
**Princess Anne High School**  
4400 Virginia Beach Blvd.  
Virginia Beach, VA 23462  
6:00 – 8:00 P.M.

September 10, 2009  
**Virginia Beach Convention Center**  
1000 19th Street  
Virginia Beach, VA 23451  
6:00 – 8:00 P.M.

*If you can not attend, but want to remain updated on the project or would like to submit comments online, please fill out the comment form at [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes). Also, for questions or more information call Marie Arnt, Public Outreach Coordinator, at 757-222-6000 ext. 6291.*





Dear Citizen,

You are receiving this letter because in the past you have expressed interest in receiving updates on the Virginia Beach Transit Extension Study (VBTES). I want to make you aware of two upcoming meetings that may interest you. Station Area Workshops have been scheduled for the VBTES for the following dates:

*Wednesday, December 2, 2009 6:00 – 8:00 PM*

The Westin Inn Virginia Beach Town Center

4535 Commerce Street

Va. Beach, VA 23462

*Wednesday, December 9, 2009 6:00- 8:00 PM*

Virginia Beach Convention Center

1000 19<sup>th</sup> Street

Virginia Beach, VA 23451

The public is invited to attend one of these two meetings to learn more about potential areas for transit stations within the proposed study area and provide community input. The meetings will include the following:

- Presentation regarding progress of the VBTES since the last public meetings
- Overview of potential transit technologies within the project corridor and examples from other transit systems
- Engage small groups in an interactive setting to inform the planning team on how each station area could fit into the surrounding communities and neighborhoods

Anyone planning on attending and needing special accommodations please contact HRT at 222-6000 ext 6087. Meetings facilities are served by Bus Route #20. Also, for questions or more information call Marie Arnt, Public Outreach Coordinator at 757/222-6000 ext. 6291.

Sincerely,  
Marie Arnt  
Public Outreach Coordinator  
Hampton Roads Transit

## VIRGINIA BEACH TRANSIT EXTENSION STUDY

## FREQUENTLY ASKED QUESTIONS

**1. What is the (Transit Extension Study) and who requested it?**

In 2008, the Virginia General Assembly passed House Bill 6028 directing HRT to initiate a study of expansion of The Tide in Hampton Roads, including to the Virginia Beach Oceanfront. In compliance with this legislation, the Virginia Beach Transit Extension Study (VBTES) is the first step required for funding under the Federal Transit Administration's New Starts Program, a competitive federal grant program that has the potential to fund construction of the transit extension.

**2. Who is doing the study for the VBTES?**

Hampton Roads Transit (HRT) has hired HDR Engineering, Inc. to provide services for the study of two potential extensions to The Tide, HRT's light rail transit system. The first extension under study is a potential fixed guideway connection from the eastern end of The Tide in Norfolk at Newtown Road to the Virginia Beach Oceanfront area along Norfolk Southern Corporation's inactive right-of-way. This study is called the Virginia Beach Transit Extension Study (VBTES). The second segment of study is a potential fixed guideway extension of The Tide to Naval Station Norfolk. Fixed guideway projects operate in their own transit right-of-way.

The VBTES consists of two main parts that will be completed concurrently - an Alternatives Analysis (AA) and a Supplemental Draft Environmental Impact Statement (SDEIS). The AA is focused on developing and evaluating alternatives for the transit extension.

**3. What is meant by the Supplemental Draft Environmental Impact Study?**

The SDEIS outlines the purpose and need for the project and examines the broad and specific environmental impacts of alternatives under evaluation in the AA as required by the National Environmental Policy Act (NEPA) process. The SDEIS will look at the benefits as well as impacts including, but not limited to, physical and natural, social, cultural, and economic.

**4. When did the study begin and how long will it take?**

HRT initiated the Virginia Beach Transit Extension Study in May 2009 and it is scheduled to be completed within 12-18 months.

**5. Why is this study needed if an EIS was done in 1999 for this corridor?**

A supplement, known as the SDEIS, to the EIS is required by federal law. It is important that future policy decisions on a potential transit extension are based on the most accurate data available and account for current conditions.



estimates will reflect more detailed design and engineering and reliability will increase.

**10. How often will the new transit service run and how much will it cost to ride?**

The transit system will likely run to match the hours of the Tide service. The study will develop an operations plan for both the fixed guideway investment and the related feeder bus improvements,

The cost of riding the new transit service is anticipated to be same as HRT's local bus service. At this time, the regular one-way fare is \$1.50.

**11. How long will it be before the transit extension is in operation and I am able to ride it?**

The study itself is scheduled to take 12-18 months, at which time City Council action is required in order to move forward. After completion, there are still several major steps in the FTA process before construction could begin. Many factors must be evaluated and addressed, including the completion of the environmental process and the development of a financial plan for construction and operation.

**12. When is The Tide expected to open in Norfolk?**

The Tide is expected to begin revenue service in the fall of 2010. The service will include stops at 11 stations and 4 park and ride locations. The eastern terminus is located at Newtown Road. For more information on The Tide, go to [www.ridethetide.com](http://www.ridethetide.com).

**13. I don't live or work along the transit line. How will this benefit me?**

There are several reasons for the transit line that will assist in enhancing the quality of life in the City of Virginia Beach and the Hampton Roads region, including:

- Offer better transportation choices to residents of the city of Virginia Beach
- Improve access & reliability of public transportation system
- Cost effective, efficient travel options linking activity centers

- Reduction in the growth of Vehicle Miles Traveled and carbon emissions
- Improve connectivity between activity centers in the corridor & the region
- Support economic development in Virginia Beach, consistent with the Comprehensive Plan & Strategic Growth Areas

**14. Will there be a referendum after the study is completed?**

HRT does not determine whether a referendum is held. To date, the Virginia Beach City Council has not scheduled a referendum.



# WELCOME

September 9<sup>th</sup> and 10<sup>th</sup> , 2009



## Virginia Beach Transit Extension Study

Alternative Analysis/Supplemental Draft Environmental  
Impact Statement (AA/SDEIS)

### Public Information Meetings

## What To Expect Tonight And How You Can Participate

Discuss the need for the project, potential transit alternatives and environmental resources.

Assist in identifying key issues related to the Virginia Beach Transit Extension Study (VBTES) Corridor.

What are your suggestions for improving transit service in Virginia Beach as part of a regional system?



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What To Expect Tonight And How You Can Participate

There are several ways in which you can participate in tonight's meeting:

- Talk to project staff members at the various information stations to learn more about the study.
- Look at the information displayed around the room and ask questions.
- Fill out a comment card or other available communication methods so the project staff can follow up on your suggestions and concerns as the project progresses.



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What To Expect Tonight And How You Can Participate

The following information stations are available to provide you with additional information regarding this project. Project staff are available to answer your questions.

1. Corridor and Station Areas
2. Evaluation Measures and Criteria
3. Environmental Issues
4. Traffic and Transportation
5. Strategic Growth Areas/Comprehensive Plan
6. Public Involvement



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What Is The Virginia Beach Transit Extension Study?

- Analyze the potential transit alternatives and the social, economic and transportation impacts and benefits associated with the potential extension of The Tide light rail line from Norfolk to the Oceanfront
- Based on the alternatives and alignment options evaluated in the previous Final Environmental Impact Statement, the project study corridor for the VBTES is defined as the eastern terminus of The Tide light rail line (under construction) at Newtown Road, along the existing Norfolk Southern railroad corridor to the Oceanfront



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What Is The Virginia Beach Transit Extension Study?

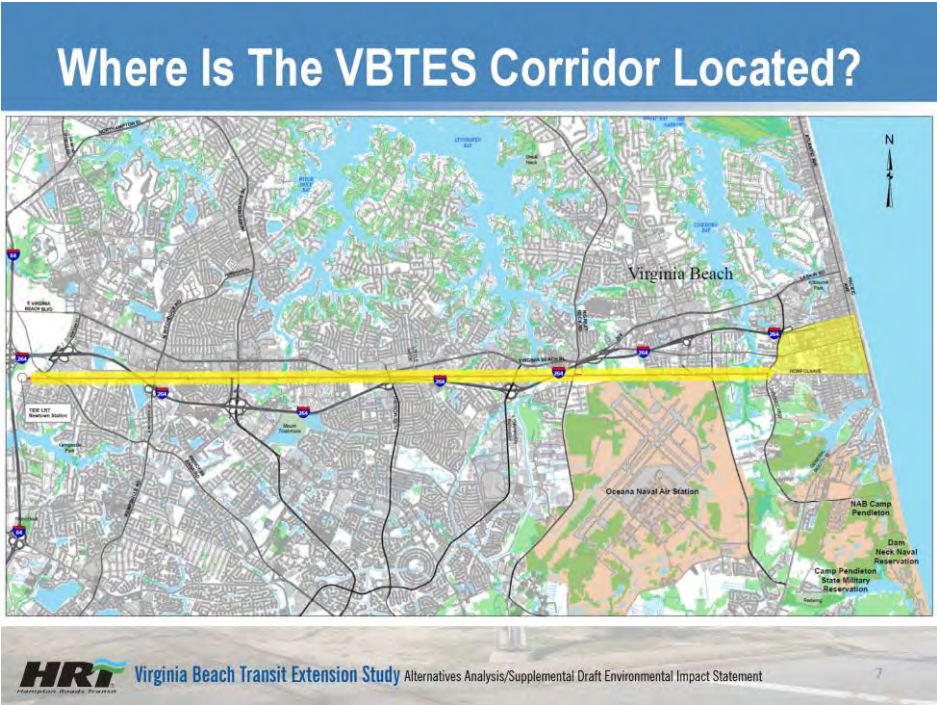
### The products of this effort are:

- Alternatives Analysis/Supplemental Draft Environmental Impact Statement (AA/SDEIS) for a high-capacity transit solution between Norfolk and the Virginia Beach Oceanfront pursuant to the National Environmental Policy Act (NEPA) [1969, 42 U.S.C. 4321 et seq]
- Selection of a Locally Preferred Alternative (LPA)
- Adoption of LPA in the Hampton Roads Transportation Planning Organization's Regional Long-Range Transportation Plan, "Navigating the Future."
- Request for Federal funding through the FTA "New Starts" process



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## Project History

- Light Rail Study for Norfolk-Virginia Beach: 1996-2000
- City of Virginia Beach non-binding referendum on light rail: November 1999
- FEIS for the Norfolk/Virginia Beach light rail: March 2000
- Federal Full Funding Grant Agreement awarded for The Tide Light Rail Transit (LRT) in the City of Norfolk: October 2007
- Virginia General Assembly passes House Bill 6028 directing HRT to study expansion of The Tide: July 2008
- VBTES AA/SDEIS initiated May 2009



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## NEPA Process

### What is NEPA?

The National Environmental Policy Act (NEPA) requires that all Federal agencies consider the potential environmental impacts of their proposed actions.



The NEPA process promotes better agency decision making by ensuring information is made available to agency officials and the public before the agency decides whether and how to undertake a major Federal Action.

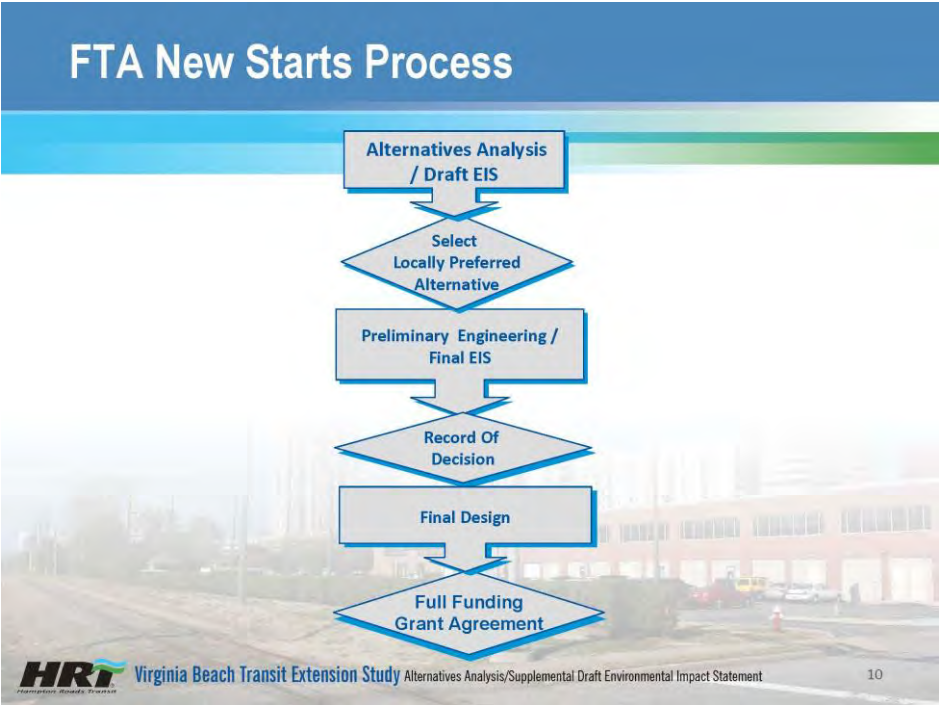
Lead agencies for the VBTES AA/SDEIS are the Federal Transit Administration (FTA) and HRT.



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What Are The Goals Of The Study?

- Improve access, operations and reliability of the public transportation system
- Provide a cost-effective, efficient travel option that connects residential and employment areas as well as recreational venues
- Implement service which helps to manage growth in vehicle miles traveled
- Support Virginia Beach economic development activities consistent with the City's Comprehensive Plan and related land use strategies
- Support the tourism industry of Virginia Beach and the Hampton Roads region by providing an alternative to travel on congested roadways
- Support preservation and protection of the environment



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## Study Process

- FTA directs update of previous AA and definition of alternatives
  - No-Build
  - Enhanced Bus Service
  - BRT on Norfolk Southern ROW
  - LRT on Norfolk Southern ROW
- Concurrently Prepare a Supplemental Draft Environmental Impact Statement (SDEIS)
- Complete AA/SDEIS, hold public hearings, and determine next steps



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What Criteria Will Be Used To Evaluate Alternatives?

- Consistency with local land use and transportation plans
- Transportation benefits and impacts
- Natural and human environment benefits and impacts
- Community and economic development benefits and impacts
- Cost (capital & operating) and cost effectiveness
- Financial capacity



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## What Key Resource Areas And Issues Will Be Considered?

- Ecosystems and natural resource including geology and soils, air quality, water resources including hydrology and water quality, noise, and vibration;
- Land use, zoning, and economic development;
- Demographics and socioeconomic factors;
- Real estate requirements;
- Neighborhood compatibility, community facilities and services, and environmental justice;



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## Key Resource Areas And Issues (con't.)

- Visual quality and aesthetic characteristics;
- Cultural resources, including those related to historical and archaeological resources and parklands/recreation resource areas;
- Construction effects;
- Transportation benefits and impacts (including transit, roads and highways, railroads, and pedestrian and bicycle facilities); and
- Measures to avoid, minimize, and mitigate adverse impacts will be identified.



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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## Station Area Planning

- Stations identified in FEIS to be re-examined
- Five station workshops to be held this fall
  - Identify general location
  - Examine potential specific environmental and neighborhood impacts
- Following the station workshops
  - Develop station concepts
  - Determine economic impact of station area development



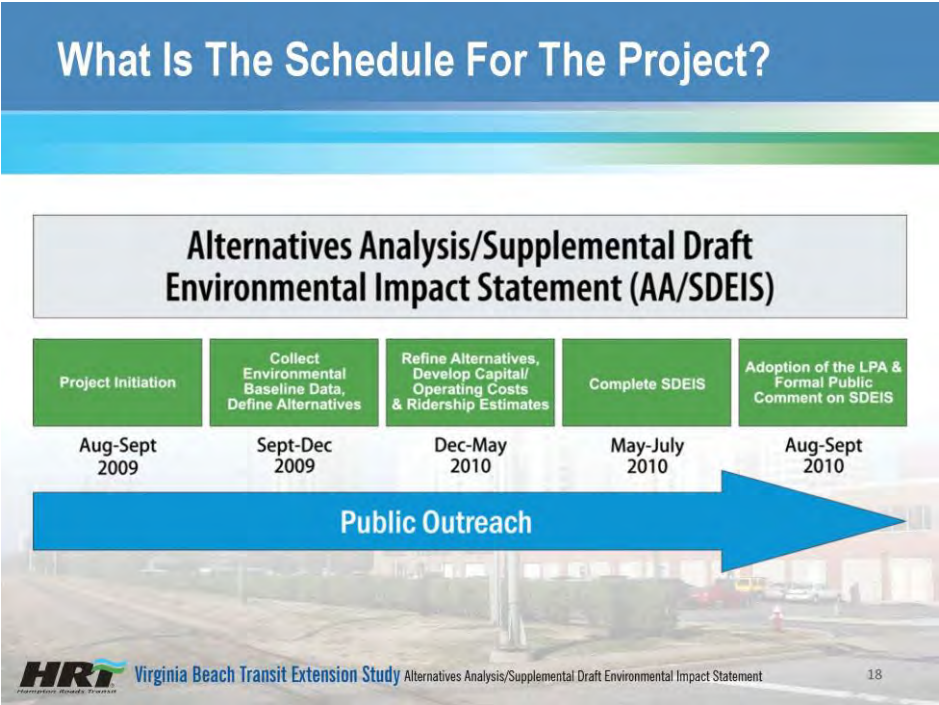
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Preliminary Station Areas







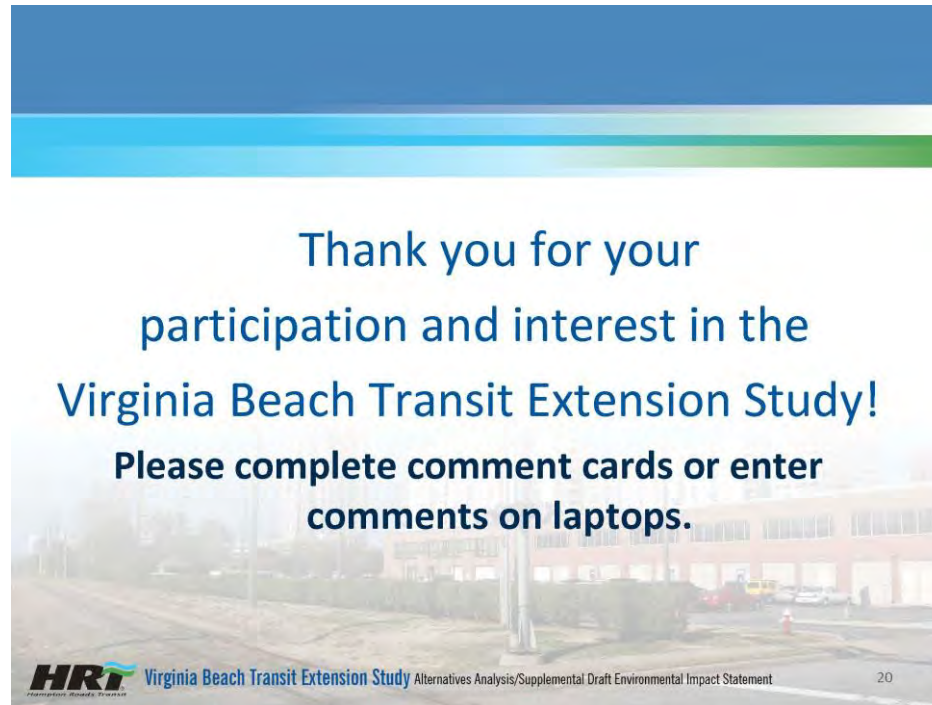
## How Can The Public Participate?

- Public meetings:
  - Station Planning Workshops
  - Open House Meetings
  - Formal Public Hearings at Completion of AA/SDEIS
- Webpage: <http://www.gohrt.com/vbtes>
- Newsletters
- Community events
- Press releases/news articles
- E-mail update, sign up for monthly updates
- Community and business organization presentations
- Facebook 
- Twitter 
- Virginia Beach Public Access Channel
- Contact Marie Arnt at 757.222.6000 ext. 6291 or [marnt@hrtransit.org](mailto:marnt@hrtransit.org)



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

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Meeting Display Boards

## Major Water Crossings in the Study Corridor

Thalia Creek



London Bridge Creek



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement



## Potential Wetland Areas in the Study Corridor

Wetlands associated with Linkhorn Bay



Wetlands associated with the Pinetree branch of the Lynnhaven River



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

## Environmental Topics for AA/SDEIS

### Topic areas to be addressed include:

- Ecosystems and natural resource including geology and soils, air quality, water resources including hydrology and water quality, noise, and vibration
- Land use, zoning, and economic development
- Demographics and socioeconomic factors
  - Real estate requirements
  - Neighborhood compatibility
  - Community facilities and services
  - Environmental Justice
- Visual quality and aesthetic characteristics
- Cultural resources, including those related to historical and archaeological resources and parklands/recreation resource areas
- Construction effects
- Transportation benefits and impacts (including transit, roads and highways, railroads, and pedestrian and bicycle facilities)
- Measures to avoid, minimize, and mitigate adverse impacts will be identified



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

## Alternatives Under Consideration

**No-Build Alternative:** The No-Build Alternative includes all roadway and transit facility and service improvements (other than the proposed project alternatives) planned, programmed, and included in the Hampton Roads Transportation Planning Organization Long Range Plan. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by HRT. The No-Build Alternative serves as the National Environmental Policy Act (NEPA) baseline against which the potentially significant environmental benefits and impacts of other proposed alternatives, including the proposed project, will be measured.

**Transportation Systems Management (TSM) Alternative:** The TSM Alternative, also known as the Enhanced Bus Alternative, is designed to provide low cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major transit investment. It includes modifications to the existing MAX express service, and would augment existing HRT services. Local HRT bus service would be restructured to provide access to a new limited stop service. The revised and updated express routes would begin by serving selected stops, then travel on I-264 to selected stops in the corridor including the Virginia Beach Oceanfront, Virginia Beach Town Center, Newtown Station on The Tide LRT, and downtown Norfolk. This would allow the limited stop services to offer more attractive travel times, and would increase options for commuters in the corridor. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative. New Starts is a federal funding program for major transit capital improvement projects.

**Bus Rapid Transit (BRT) on the Norfolk Southern Alignment:** The BRT alternative would use the inactive Norfolk Southern alignment from the end-of-line of The Tide at Newtown Road and would continue to the Oceanfront area. Bus Rapid Transit operates on an exclusive roadway or busway that has limited access. BRT busways provide a very high level of service and allows for high hourly passenger capacities that can be separated from cross streets. Station stops along the BRT guideway are typically spaced every ½ to 1 mile. Buses may operate non-stop along the BRT guideway or make selected stops. Buses may also exit the designated busway and operate along street networks to provide local area circulation and distribution. The BRT vehicle is typically larger than a standard city bus. Alternative alignments east of Birdneck Road will be studied to determine the most effective method of bringing the BRT alignment to the Convention Center and the Oceanfront area.

**Light Rail Transit (LRT) on the Norfolk Southern Alignment:** The light rail alternative would extend The Tide LRT along the existing east-west railroad corridor in Virginia Beach. This alternative would provide station stops at various points along the alignment that will be identified and finalized as part of the study.

Preliminary station areas to be studied (for both BRT and LRT) include: Witchduck, Town Center, Rosemont, Lynnhaven, Great Neck, Oceana, Birdneck and the Convention Center/Oceanfront areas.

The BRT and LRT build alternatives will also include the identification of a site for a Vehicle Storage and Maintenance Facility. Consideration will also be given to the location of park-and-ride facilities associated with stations as well as feeder bus service and determination of the need for grade separations where the transit guideway crosses local streets.



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

## Preliminary Evaluation Criteria

### Alternative Analysis Criteria

- Consistency with local land use and transportation plans
- Transportation benefits and impacts
- Natural and human environment benefits and impacts
- Community and economic development benefits and impacts
- Cost (capital & operating) and cost effectiveness
- Financial capacity

### Station Location Criteria

- Accessibility
- Traffic and pedestrian access and impacts
- Real estate requirements
- Compatibility with:
  - Strategic Growth Areas
  - Comprehensive Plan
- Economic development potential



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement



## The NEPA Process

### What is NEPA?

The National Environmental Policy Act (NEPA) requires that all Federal agencies consider the potential environmental impacts of their proposed actions.

The NEPA process promotes better agency decision making by ensuring information is made available to agency officials and the public before the agency decides whether and how to undertake a major Federal Action. Lead agencies for the VBTES AA/SDEIS are the Federal Transit Administration (FTA) and HRT.



### NEPA Process:

- FTA and HRT are lead agencies
- Alternatives Analysis (AA) Supplemental Draft Environmental Impact Statement (SDEIS)
- Record of Decision (ROD)
- Key Environmental Factors:
  - Natural environmental resources
  - Community resources and issues
  - Historic and cultural resources and sites



Virginia Beach Transit Extension Study Alternatives Analysis/Supplemental Draft Environmental Impact Statement

## Traffic Impacts/Mitigation

### Traffic Analysis:

- Roadway enforcement regulations
- Traffic Count (daily & turning movement)
- Roadway characteristics
- Signal timing
- Parking utilization and capacity

### Data Analysis:

- Level of Service
- Capacity analysis
- Simulation analysis
- Parking evaluation
- Grade separation analysis
- Station site access assessment

### Possible Solutions:

- Intersection control—signalization, stop/yield controls
- Change signal timing/or phasing
- Major and minor widening
- Add turn lanes
- Change loading/delivery operations
- Access management
- Railroad crossing treatments
  - Crossing gates
  - Closures
  - Grade separations
  - Warning devices
  - Signal preemption



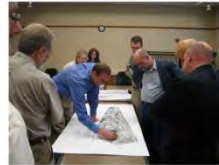
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## Public Participation Methods

### Public Meeting:

- Open House Meetings
- Station Planning Workshops
- Formal Public Hearings at Completion of SDEIS



### Other Public Involvement

#### Opportunities:

- Newsletters
- Community Events
- Press release/news articles
- Community and business organization presentations

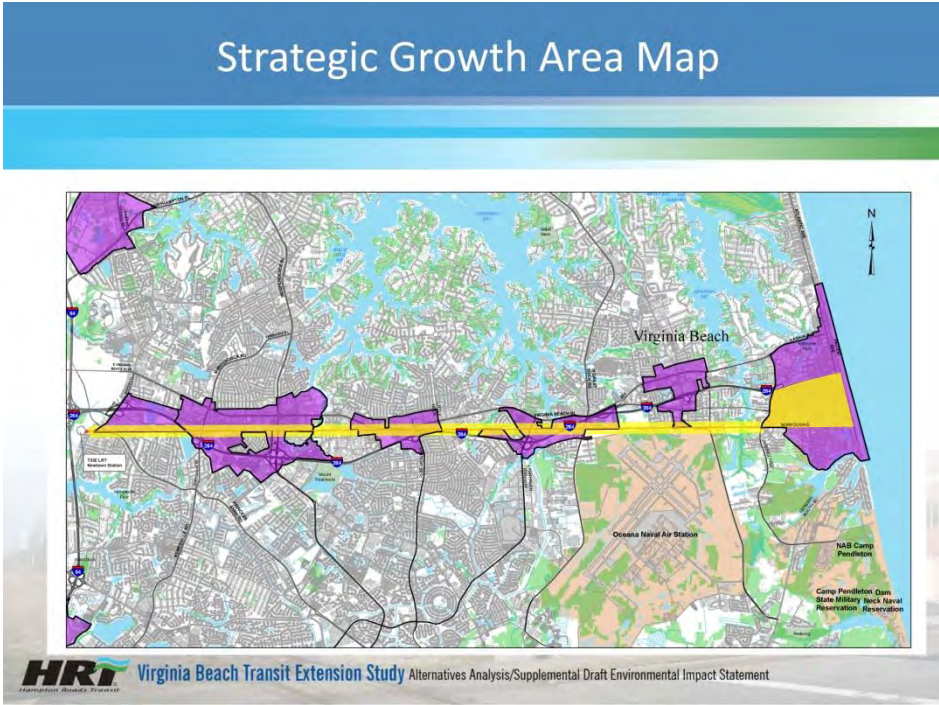
### Stay Informed throughout the process:

- Webpage: <http://www.gohrt.com/vbtes>
- E-mail update, sign up for monthly updates
- Facebook 
- Twitter 
- Virginia Beach Public Access Channel
- Contact Marie Arnt  
(757) 222-6000 ext 6291  
Or E-mail [marnt@hrtransit.org](mailto:marnt@hrtransit.org)



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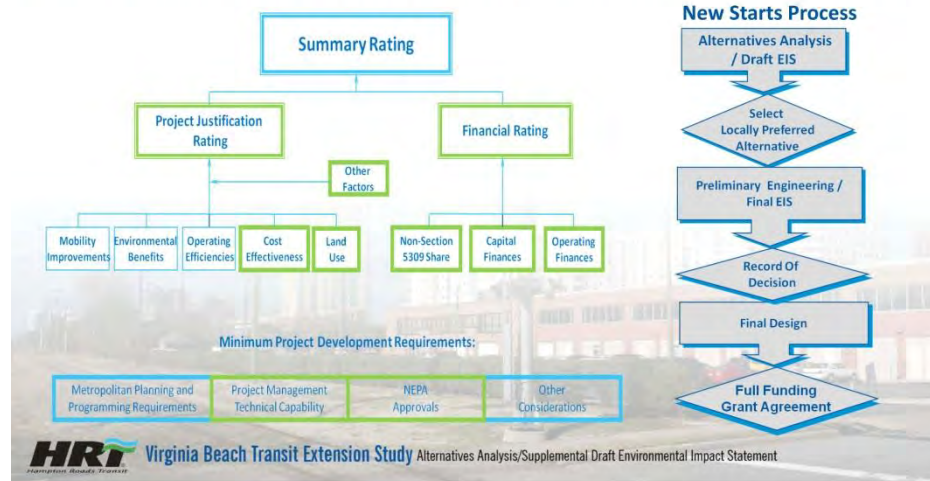






## New Starts Project Ratings and Process

New Starts is a federal funding program for major transit capital improvement projects.



## Appendix C

### Public Questions and Comments from Project Initiation Meeting, September 2009

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Virginia Beach Transit Extension Study Public Meetings  
Princess Anne High School – September 9, 2009  
Va. Beach Convention Center – September 10, 2009

Public Comments Received  
(Written and via Email)

"Where's the \$ coming from? V-Pilot Headline – CHOP. Deficit nears 7 billion. VB Teachers forgo raises – why? So we can enrich developers!!! With this rec-depression it will be many years before companies will have the discretionary income to relocate to VB."

"If the Tide is not extended to Ocean Front/Va. Beach convention center – we should not build it. VB will go to Norfolk but the Norfolk hotel residents won't come to the beach. Right of way to oceanfront/convention center should be settled prior to buying Norfolk Southern right of way. Stations should have restrooms or the local businesses will be inundated w/pee customers – this costs more and raises security and maintenance issues to. I really would like to know the relative costs (capital & maint) of BRT vs LRT. Are the daily costs of using either of the above systems going to be reasonable? Enough to attract daily riders."

"A system worth building needs to be:

- Accessible – dedicated buses should bring folks living near major N-S corridors (like Independence Blvd.) to the stations and back home again.
- Affordable – I would prefer to see tolls on I-264/ drivers to subsidize riders/ keep ticket prices down – that would take the burden off the many taxpayers who don't use the route.
- Aesthetically pleasing – put bike/jogging path next to light rail trains, separated by lug strum or vegetation.
- Across the water (that's where the real traffic jams are!)"

"I believe any transit study is a plus for the community. The speaker for HDR has good federal experience and that should be a big positive for the study."

"The "Tata bill" passed for study of extension of the Tide through Virginia Beach to the oceanfront. At the same time we need to have a Virginia Beach referendum to see if the residents support light rail or alternative (high speed or improved bus service) or no change."

"Last week I watched three boys 12-14 yrs old attempting to cross Virginia Beach blvd from Pembroke --- across to the "Cheesecake Factory". They were nearly hit by a car. We need a bridge now to cross safely. Let us not think so far into the future that we can't afford today's needs."

"Regardless of what many people say, this is the right move for our region. If we are going to continue to grow & be competitive, this is a necessary step. Please emphasize the next step to connect Chesapeake to the light rail network next!"

"My wife and I both support the extension of the TIDE light rail system into Virginia Beach. The extension should, if at all possible, go to at least 1 or 2 blocks from the Oceanfront. Or have a bus/trolley system to complete the final link. More stops need to be added to the plan, if feasible. There should be a stop at every major N-S feeder street that crosses the line – N. Plaza Trail, First Colonial, etc. Measures should be taken to improve bus service, particularly routes on the N-S feeder streets, so it is an integrated system. Expansion into Norfolk Naval Station is



essential. Need to consider extending an invitation to Chesapeake and Portsmouth to evaluate southward and westward extensions."

"MUST have sufficient number of stations, preferably one-half (1/2) mile apart. To catalyze transit-oriented development. MUST have MANY stations."

"Public referendum."

"I'm from DC. I have lived in VB since 1959. Will HRT operate the Tide better than it did the bus system? It was poorly managed. People won't use the HOV because they need their cars, esp. working mothers and caretakers. On top of the fares, there will be a cost for parking the cars to get to the Tide. I worked in Norfolk for 13 years and commuted, but needed my car to get to my young son. I couldn't carpool. I live 2 short blocks from the Norfolk Rail road track. Noise is a great concern the traffic on my narrow street is bad. The safety is another concern. Norfolk is payment \$54M (?). Virginia Beach's line is double in length. The cost will be 3 times as much. We are in a recession now. How much more does Mayor Sessoms and (his) not our City Council want from the citizens? Even the Gov. is cutting its budget!"

"My home is adjacent to the right of way. My concern is that if the area is going to be rezoned commercial and my property is going to be taken by eminent domain that I have been given fair market commercial value at the time the property is taken."

"- Concerned once cost and how we will pay for it.

- Any chance it will be self supporting?

- How interface with VB plan to have high density population areas near the rail.

- Good idea – but of little value to date – does not go anyway with until connected to Naval Station Norfolk."

"This project is essential to regional transportation needs. The primary objective will be for ease of movement of people to and from work. Large employers should endorse this project. It should connect to the Peninsula in the future."

"I think the LRT extension to the oceanfront is a great idea. I am looking forward to realizing this new development."

"The idea that a "study" is being done to discover what is "best" for the city became a complete joke by this meeting. The bias toward extending the light rail system was extraordinarily obvious.

"It is embarrassingly obvious that this "study" is in fact, not a study at all but that the lean and intention is for the light rail system to extend from Norfolk to Virginia Beach Ocean Front. It was insulting to the intelligence of the citizens of Va. Beach to waste our time with a warm-up session that was ultimately no more than a sales pitch."

"In the long process of Norfolk getting light rail, those adamantly opposed appeared to have a great ease in putting negative images out to those who might have been supportive, but were easily influenced by the loudest voices in the debate."

"Mr. Wood's earlier statement expressed on TV was right. It is sometimes the job of City Council to lead, not waffle to every whim if the public, many of whom are uninformed. Va. Beach leadership must lead if this is going to succeed, and it will be a fight."

"Please send me emails."

"We are interested in providing public art the for the system. Can you tell us what to do to connect with you?"

"I live in the neighborhood Eureka Park near the intersection of Lynnhaven Parkway and Southern Blvd. I am very concerned about a station being put in my neighborhood. I do not want to lose my house nor do I want a station across the street from me."

"Parking needs to be determined once stations are identified. Stop all other work until accomplished."

"What will happen to the residential streets? Ex. Budding Ave. Will cars be able to cross from north to south?"

"Light rail to Oceanfront. I think it will cost too much and will not relieve traffic congestion to any relevance. The only ones that may benefit will be tourists going from Downtown Norfolk to Oceanfront. I am not sold and feel that it will be a heavy tax burden on the citizens of Virginia Beach."

1. Rapid transit is not the answer for congestion.
2. Raise taxes on gas
3. Encourage car pools
4. Fix roads

"Let each station be aesthetically unique. Let the community be reflected in their stations."

"Please include in the study:

Relocation of the Pembroke HRT transfer point closer to the Town Center station. Route 20 could retain stops at Va. Beach Blvd. and Market St., Va. Beach Blvd. at Constitution (east bound) and Va. Beach Blvd. at Independence (west bound) Additional revenue generating tenants, possibly lower floor (s) retail, if the Circuit City site will be used as a part and ride."

"Good Day:

Although I basically disagree with this option, overall; our area could use some better system of public transportation (either dedicated bus routes or a light rail system) but I have one important concern.

Has the HRT or the city thought about the traffic backups this will cause on Lynnhaven Pkwy, Witchduck Rd, Rosemont Rd, etc...while commuters(in vehicles)wait for the trains to pass? We all know that these locations are overcrowded during rush hour and now you are planning to stop traffic for a train that runs every 10-20 minutes? The city can't synchronize the lights on Virginia Beach Blvd so traffic flows smoothly, how are HRT and the city going to resolve this? The best solution would be an overhead track (like the one near NSU) but we all know that HRT and the city would never go for this due to the expense. I feel, once again, the city of Virginia Beach has put the wishes of the businesses and political contributors over the wishes of its citizens. Also, what happens when the train gets to the Oceanfront. Norfolk Avenue no longer has train tracks, as they were torn up to put in more condos (additional tax revenue) so the city could improve this area. I can only guess that HRT will divert the tracks near Birdneck Rd to the parking lot of the Convention Center, which will eventually wind up at Atlantic Ave since the city wants to close 19th Street and make it a walking mall. The rail could go right down the middle of the mall to the Boardwalk.

I voted against this before and (hopefully) I won't be in Virginia Beach to see my tax dollars wasted on this project. I've had enough of the "City" and their big ideas for change on the backs



of the tax payers. Big city tax payer money and small minded politicians makes for bad judgement."

"Light rail is essential to the future of Virginia Beach. With restrictions of the green line and Oceana to limit development, the only way forward is to increase developmental density. Light rail will be the engine in such development, as well as the showcase to the city for both tourists and residents.

"Some may argue that Light rail will only be used by poor or will drain retail from Virginia Beach to downtown Norfolk. Both statements have been proven to be untrue, as the linking of cities by rail has shown a net increase in spending and visitors in all cities. Charlotte has shown the amazing results of light rail, and Virginia Beach deserves to take its place as a leader in the Mid-Atlantic region."

"I am all for light rail. I hope the routes are expanded instead of just from oceanfront to Norfolk. Getting around in Chicago is easier than Va Beach without a car. I wish they'd expand HRT routes as well!"

"Exactly how does this create less traffic when the proposed station is at the busiest intersection in the city? Light rail is a ridiculous option in a city that has no central work district and housing scattered all over the city. Everyone will need to drive to get to the station(s). SO what is the point? Think bigger...high speed rail between VB and Williamsburg and Richmond, light rail spurs off of that line to each Hampton Roads community. Then you are really doing something."

"Will the DEIS analyze feeder bus routes or alternate methods to get VB resident to the proposed stations?"

"The LRT sounds like a plausible alternative if the area is committed to expanding networks to places like the airport and other major employment centers."

"After the HRT public meetings on the alternatives, when will the public have the opportunity to dialogue with City Council before a final decision is submitted to HRPDC?"

"I have concerns about traffic at the suggested stops. How much input will the local citizens have concerning traffic issues? How global is the future planning? Is a plan in the works for a corridor to the airport being considered down the road"

- "1. The transit option selected must include the capacity to carry bicycles.
2. The right of way should allow for a bicycle path to parallel the right of way.
3. The City of Virginia Beach must tailor the zoning of land adjacent to the transit right of way to support the type of development that the transit system will support. This synergy is critical.
4. Some transit stops will be simple transfer points whereas primary stops such as at Town Center should be designed as dynamic public gathering places that will be enhanced by the presence of the transit stop.
5. The current Master Transportation Plan (2003) for Va. Beach does not even address light rail options. I am concerned about the potential success of obtaining Federal funding without the explicit support of the City of Virginia Beach.
6. Expansion of the existing roadways will definitely not address the congestion that is now a major negative characteristic of this region. The combined Tide and extension of some form of rapid transit must demonstratively contribute to the resolution of the current transportation system.
7. The extended Tide/Va. Beach transit system is likely to be the beginning of a more comprehensive system developed over a longer time frame.

8. Primary transit station areas must support a "walkable form of development" including housing, business, entertainment and parking for all the cars that will not be used as frequently."

"Attending the forum on Sep 9th, I didn't hear much that assures me that this project (light rail to Oceanfront) takes into account the true needs of the people of Va Beach and the other Hampton Roads area; i.e., transportation bottlenecks are primarily associated with our tunnels and bridges...NOT moving people between VB and Norfolk. At this point, I would only vote for a lowest cost enhanced bus service. Our planning staffs should be working the higher priority issues noted above. Thank you for your attention."

"I am totally in favor of this project and I like the BRT more than the light rail for the following reasons: it is more flexible, there are no overhead wires or rails (something the oceanfront spent lots of money burying the overhead power lines) and it could be achieved faster."

I would like to see feeder buses off the main BRT route for the following roads: Newtown, Witchduck (including Princess Anne), Independence (including S. Indep. & Holland), Rosemont, Lynnhaven (including Great Neck), Laskin Rd, First Colonial and Birdneck.

Don't let the nay sayers stop this long overdue project!!!"

"The LRT could be a great backbone and beginning to a long term solution to the transportation issues that affect ALL of Hampton Roads. We must begin somewhere."

"I have lived in the Hampton Roads area for 36 years 24 of them in VA Bch. The traffic situation is only getting worse. I don't understand why it is taking so long to make a decision about the light rail system. All you need to do is get on any main road during rush hour to see that something needs to be done. "

"Wouldn't bus rapid transit suffice, instead of spending all that money, time and inconveniences with LRT? There would be more accessibility to BRT than LRT. "

"My wife and I are all for the extension of light rail. Please keep us updated on the project in the future. Thanks"

"There is NOTHING on Newtown road! that would draw interest. You need to extend the rail to go to a more popular area such as Lynnhaven Mall!!

Norfolk residents would love a more direct line to VB where they work and shop. Lynnhaven Mall would be the ultimate spot !! Also, i really need to see the #12 bus go on every half hour, extended past 6 pm especially and run on Sundays. The #12 is convenient for those who work in VB and live in Norfolk (and vice versa)"

"I have been a resident in Virginia Beach for 27 years. Thank you for considering the option of extending the light rail from Norfolk to Va. Beach. I commute from Chick's Beach to Norfolk everyday and I will gladly use public transportation. I currently use the HRT max bus as well as carpooling in my personal vehicle. I would love to just glide by traffic on the Tide. Please move forward with this idea. "

"I am very interested in this project, as we all should, since this affects the future of the beach."

"I am 100% looking forward to being able to take the kids to a park and ride and go to downtown Norfolk and the Oceanfront on the light rail. I would ditch my car and ride HRT every single day if the train came to Chesapeake. But even though it probably won't come to



Chesapeake any time soon, I would still ride to downtown Norfolk and the Oceanfront just for fun. Keep up the good work at HRT. Let's expand this thing to every city in Hampton Roads!"

"Oh one more thing, I'm anticipating much more people riding light rail than the ridership estimates on this website. On the Norfolk portion of the Tide, are you guys running one car trains or two car trains? If you could email me real quick and let me know, I'd appreciate it."

"It appears to me that the HRT is planning yet another failure. HRT's consultant has predicted large ridership of The Tide. However, if one looks at the ridership of HRT busses on almost identical parallel routes, the ridership is very low.

HRT's bus routes must have been laid out by picking up wet spaghetti noodles after they had fallen somewhere.

It takes unreasonably long transit times to get from point A to point B because it appears the busses ramble at will through various side streets and stop wherever they want to.

Give it up folks. You lost out on the best to get to and from Norfolk and the Beach when the original Norfolk-Southern Rwy. stopped their rail bus service decades ago.

You cannot bring something like that back again, no matter how much taxes you spend on construction or subsidizing the operation."

"I work in Downtown Norfolk and would love the opportunity to be able to access the Tide from a station closer to my home. Right now it will stop at the Norfolk line and that is not the most convenient stop for anyone living in Va Beach. The drive to Newtown Rd can take as long as the drive downtown. I currently ride the MAX route 960. Extending the light rail to the Oceanfront would be such a convenience to both cities. "

"I would like to see a bike trail along side the rail system."

"What is the current cost estimate for the project?"

"Please extend light rail to the Va. Beach ocean front."

"Ok, what about the EAST TO WEST? Nothing goes NORTH TO SOUTH – buses, etc. Not everyone works off the boulevard – no bus goes to Chesapeake Mall at all – We are a car society – we are too big for a "one way" ride – why can't we fix what we've got first – ie – the bottleneck areas, crummy roads – ageing bridges – lack of connecting bus services off the boulevard – Lightrail will just be a passing fancy, as this is a NAVY town and there is nuthin like taking the firebird out – The traffic will be worse as it crosses many main veins of traffic and I don't want the transported flim-flam relieving themselves in my yard. We ain't that kind of town – we need to keep the "old town charm" and forget this metropolis B.S. Its bad enough my summers are crowded with goofy loud tourists that conjest my space and the jets deafen ANY conversations or every day life (even in my business suffers) is halted with the deafing, all consuming jet noise that even sends my pets scurring. NOW I'll have to deal with a transportation service that will invade my well taxed ground space too."

"1. If light rail is chosen as the LPA then the question should be placed on the ballot to ask Virginia Beach taxpayers if they are willing to pay for the proposed light rail project.

2. The selection criteria needs to be changed to (A) Make reducing existing traffic congestion along 264 the highest criteria. (B) Make economic development the lowest criteria."

"1. How much does Virginia Beach subsidize bus ridership (per ride) now? 2. How much subsidy is required per ride for DC subway now?"

"Elevation is the only way to go!"

"**VERY IMPORTANT!** Bus 33@ Beach to TCC needs to operate til 12:00 midnite; making last pic up from TCC to beach front at 11 PM. "A lot" of people can't take needed jobs at Nimo Pk area! Bus 29 needs to run up til 11 PM. "A lot" of needed jobs can't be taken at Lynnhaven! Run these 2 buses every 2 hours after 7PM!"

"URGENT for colleges and businesses and their employees who live throughout the region. Seniors would also benefit."

"It's about time this program is getting of the ground!!"

"Has elevated trains been considered? Sufficient satellite parking – especially for outlying areas? Its too bad this issue did not take place when the economy was better. United States is sooo far behind in rapid transit as compared to Europe. The Americans have a love affair with their cars-hard habit to break. Make it attractive enough to people to have them flock to rapid transportation."

"I would like for the speakers to ask for comments from the audience. I want to hear the citizens input."

"Save some of our past please. At Lynnhaven Road south of Mustang Trail, there is an old RR station feet of the tracks. It looks like it may be history to that old building. Is there anyway we could preserve the materials. Reuse. Recycle. Renew. I'm saddened to know that so much of my little town has grown without remembering its rooms.

At the Birdneck Rd Station, I noticed on the map that is goes yellow over my neighborhood. I'm interested in your plans because I do not want my home value to decrease further. Worse yet, I'm I going to lose my existing home?

God bless all those that are at the drawing table to our government representatives. Please be careful redesigning our city of people, places, and history.

Thanks for your time and consideration."

"Include proposed bicycle criterium, circling the golf course, in comprehensive plan. Emphasize new entrance/exit ramps on 264 using London Bridge instead of Lynnhaven. Describe the configuration of the railroad tracks and 264. Describe station at Convention Center and/or Dome Site and how the Tide will cross Virginia Beach Boulevard to get there. Include rails-to-trails bike path along corridor, particularly between Town Center and Rosemont. Include more details on mag-lev technology, including engines and tracks."

"I would like to have serious consideration given to electric bus if the BRT plan becomes the chosen solution. I got this impression from Mike at the environmental station that the mode would be gas power. This in my opinion is not the long term solution."

"1. First and foremost; the citizens of Virginia Beach need more than comments. We need a public referendum.

2. Agreed. We do need a transportation alternative. A better alternative would be to build a rapid transit zone in the center plus both HOV lanes of 264."

"My obversations. I feel that the speed limit on First Colonial Road should be reduced to 35. there are so many curb cuts. 45 mph and the tendency of drivers to tailgate creates opportunities for accidents. Virginia Beach Blvd. is not pedestrian friendly. A pedestrian cannot



cross completely in a light cycle and has to compete with turning cars. South Hampton Roads should see the need to develop a public transportation system that encourages all workers to leave their cars at home during the work week. Low wage and medium income workers would have a higher quality of life if a large part of their incomes didn't have to be spent on car payments, car maintenance and car insurance, just to get to work. Another issue is the senior population that can remain independent in meeting their daily needs if there is public transportation rather than driving when too old to do so."

"People will not ride buses in Va. Beach."

"Light rail has made an amazing difference in Denver. We lived there from 1976-1986, and went back for the first time last summer. The downtown has really taken off with light rail and free buses up and down what is now a pedestrian mall. PS – Denver's also done a fantastic job redeveloping the former site of the airport and an airforce base. Food for thought for Virginia Beach."

"I've had adverse noise affects regarding Oceana's air noise and I'd like to be assured that doesn't happen with the HRT study. Also there are plans for development in the oceanfront corridor – especially multi use buildings for commercial and residential needs. How will the HRT study import those plans?"

"ALL ABOUT IT."

"North/south traffic in VB is now horrible! Utilization of the NS ROW will only increase the horrible mess!"

"NOT A TREE HUGGER – BUILD IT!"

"Evening HRT service from Shore Drive to the Old Dome site on Fri-Sat. night."

"Does Virginia participate in minority & women setasides for work development and employment? At what percentage rate?"

"It is important to consider how residence in strategic grow areas connect to major transportation lines. It provides relief of traffic that may come from the increased density brought on by the increased development."

"Wondering if there will be an part in the study that talks to job creation from this building of light rail. Creating job opportunities, the maintenance, construction and operation? How will it impact neighborhood in job creation?"

"1. Multi-modal system that includes path for cyclists as well as pedestrians along light-rail corridor. 2. Facilities for locking bikes at the rail stations. 3. In other areas of the country it has been proven that light rail systems bring increase in retail sales to business and increase in property values – this is a win-win situation. 4. VB must come into the concept of thinking beyond cars and buses for transportation. The best alternative is light rail transit, and we have a golden opportunity in development of the rail line. Concurrent with this design should be a path for cyclists. Fully support a link with Norfolk. As a VB resident, I welcome the opportunity to travel by rail to Norfolk to visit such sites as Nauticus, Harbor Park and Town Point Park. I am sure Norfolk would welcome a connection so those citizens can enjoy amenities of VB. This is a great opportunity to bring the two cities together – only positive response can come with economic development."

"We need this very badly to decrease the heavy traffic volume particularly on rainy days."

"I support a light rail system for Virginia Beach. I would also like to see a bike and pedestrian trail built alongside the rail system for a true multi-modal network."

"1. More specific detail as to the General Assembly cost estimate excess over the regional current estimated mentioned in the September 10 Virginia Pilot attributed to station costs not included in regional estimate. 2. What's involved in the environmental impact evaluation regarding the human factor: e.c. low-income people?"

"This type of transportation is NECESSARY for the area. I have lived in eight areas of this country and Europe. This is the worst area for transportation needs. If Va. Beach wants to boast of keeping a fantastic area for seniors, they have to be capable of effectively moving them. I sit on the Maoyr's Commission on Aging for Va. Beach, there my focus is "how do we move our elderly, that cannot drive any longer?" We are at least five steps ahead in this area – we already have the railbed in place – there are numerous areas for stations available. BUT 1. we must feed the stations with adequate transportation from our corridors of Atlantic Ave, First Colonial, Independence Blvd., etc. 2. We must include the military bases to alleviate traffic at high use times. I have also lived in areas that can effectively attach fast transit to bridges, we could elevate so much of the "crossing" problems."

"I am definitely in favor of the light rail transportation running east-west from the end of Norfolk's to the beach. Knowing what a huge improvement light rail has made to the traffic situation/dilemma in other cities in the US, I'm all for it here! Our streets are congested beyond safe levels. Also, I firmly believe that the city would benefit by creating a bike/pedestrian path with the light rail. Cycling is already big here, and it will only increase. Recreational cyclists as well as commuters need a safe way to go East-West in Virginia Beach. I've heard that Charlotte, NC's light rail system's ridership has already surpassed that city's 2025 projection, and now people are wondering why they didn't do this sooner. I can see the same happening here. And what an economic asset this system could be! There's income from riders, plus the easier access to businesses along the way."

"When I applied for jobs at VB local businesses, many where asking if I had reliable transportation stated that the HRT or bus system is not valid transportation."

"I hope we provide minority business participation in the work to be done in any transit project. Also, job training for disadvantaged and minority populations is a must."

"When northern VA implemented its commuter rail system, consideration for multimodal transportation between many rail stations and adjoining neighborhood was either insufficient or neglected entirely. As a result, new traffic jams formed in the parking facilities. With this project there is truely an opportunity to learn from northern Virginia's oversight. A mulitmodal path alongside the railbed, that connects to adjoining neighborhoods, would provide a method for prople to leave cars at home when they commute on the future light rail. Instead, they could go to train stations by foot, bicycle, rollerblade, etc. In my opinion as President of the Tidewater Bicycle Association, pathways that enable mutilmodal transportation between train stations and homes must be a critical part of this project."

"I support the light rail concept and would like to see it built quickly. I also feel that a bike and pedestrian trail should be built along the rail corridor. Not only would it provide residents with yet another alternative transportation mode, it would also provide better options for people to get to and from the light rail stations."



**"Alternatives:**

**No-Build:** Road maintenance and construction are in a tail chase with a problem that won't be resolved by remaining car-centric. The Return on Investment (ROI) would equate to filling the potholes with money.

**TMS Alternative:** It took me 1 hour to get to this meeting on the expressway in my POV. How long would it take on that same expressway with additional stops along the way? It's the No-Build alternative adding buses to the problem.

**Bus Rapid Transit (BRT) and Light Rail Transit (LRT)** would likely provide highest ROI. However, they fall short in creativity. A more enhanced transportation system that allows for pedestrians or cycling to and from the station points - including small business access and atmosphere would go a long way to a) promoting use of the transit system; b) promoting tourism on a corridor with access to local business. Potential for a consumer corridor from Virginia Beach to Norfolk. "

"I definitely believe light rail is the only viable option for a metro area this size. We can not hide behind a veil of suburbia. Progress is not painless, but future (and current) generations deserve reliable mass transit to make movement easier and affordable. Plus, light rail will contribute to a greener Beach-Norfolk metro area which holds health and financial advantages for the area. Cities that have added light rail have raved about the benefits. I believe naysayers will welcome the rail once it becomes a part of the fabric of the community, just like Town Center."

"How in the world are we seriously considering help from "the Federal government" when the Congressional Budget Office projects the ten year out budget deficit to be NINE TRILLION DOLLARS? This is insanity. We voted it down once, how did this ever rise from the dead? We still don't want it!"

"Opportunities for Q & A, for the entire audience to hear, would have been beneficial. By listening to questions and answers from technical officials, issues and ideas can be thoroughly explored (in people's minds and as public dialogue)."

"I am attending the meeting at the VB Convention Center. I am a long time Great Neck resident and very much encourage light rail. I encourage you to do include in your traffic and potential user study the area of First Colonial Road - better known as the Medical Corridor. There are many nursing and rehab facilities, Sentara VB General Hospital, scores of medical practice offices all along First Colonial road north of Laskin Road/VB Blvd. You should survey each of the practices, nursing facilities and hospital through HR, as you will find MANY of the support, nurses, employees come from out of this area. There are parking challenges in the office parking lots and at the hospital. If there was a regular loop from the stop nearest First Colonial Road, looping down First Colonial Road to Great Neck Road, you will pick up a substantial number of daily riders. It is important to remember that nursing staff do not work regular business hours, so consideration of 12 hour work days is important. I look forward to helping you as you plan the needed future transportation of the VB, Norfolk and areas."

"I think it would be a great idea to have a light rail system in Virginia Beach connected to the Norfolk Tide."

"I'd just like to leave a brief comment in support of the LRT option for the VB transit extension. It would be an excellent opportunity to make use of existing rail right-of-way and improve transit options for commuters. I also like the idea of extending the system currently under construction in Norfolk, rather than requiring riders to switch to a different mode (such as bus rapid transit) when reaching City limits. I think extending LRT makes the most sense and provides the most convenient option for commuters which will encourage ridership. Let me close by saying that I fully support the transit extension as a means to reduce traffic congestion and environmental impacts while also improving commute times in Hampton Roads."

"Looking forward to seeing light rail come to Virginia Beach. Would prefer this option over a BRT scenario given the existing LRT in City of Norfolk and general opinion of the existing bus service in the Hampton Roads area. Hope to see the line extended further to the VB Oceanfront to encourage growth and improved development in additional areas of the city convenient to proposed LRT. Feel LRT will assist with the growth of the Town Center area."

"Extending the Tide to the Virginia Beach Oceanfront could be a great way to go bring business to Virginia Beach from Norfolk and vice-versa without adding more vehicles to our roads. Making this investment could save time and money for the City and commuter in the end. "

"My family has lived on Kenya Lane since before VA Beach was VA Beach and a resort area. My property is adjacent to the Norfolk/Southern Railway right-of-way. My family cemetery touches the Northern/Southern right-of-way line.

The presenter David Vozzolo spoke of the National Environmental Policy Act (NEPA); I don't see where the talk of NEPA is taking my family cemetery into consideration.

I remember the old loud, noisy Norfolk and Southern Railroad train rolling down the tracks at 5 am and 6 pm. I know of people who have died or become amputees crossing the old rails.

We currently have approx 15 families on this lane half have small children with family that live across the bike/walk trail (old tracks), they go visit.

The safety of our families is at stake, the security of our homes is at stake, the value of our property is at stake. In cities where these Light Rails exist, so do crime and the decrease in property value.

The Light Rail may be a convenience for those trying to get to the water and do not want to pay for parking, but it is horror for those who live on the Norfolk/Southern Railway right-of-way and corridor.

I currently can not turn directly onto my lane from South bound Birdneck road and have to make a U-turn at Norfolk Avenue to come back to my lane; I have written the city officials for years of this concern, to no avail; but they can put all this money into a study for a Light Rail system. Prior to 1998, we were able to turn directly onto Kenya lane. What is going to happen when a train is crossing that intersection? How will we get home then?"

(Received after 1<sup>st</sup> draft of comments)

"As a business owner in Virginia beach I feel that we need light rail. I have about 200 employees that are all low income individuals. Most rely on public transportation to get to and from work. I have some employees that ride a bus to work over 2 hrs and then home over 2hrs to work a 3 hr shift. Supporting the transportation needs of these people will help keep the cost of living down for all."

"I think the Virginia Beach Extension is an absolutely fantastic idea. One of the most miserable parts of visiting the beach for me is having to find and pay for parking. In the two years I've lived in Hampton Roads, I think I've been to the beach maybe 4 or 5 times. Being able to take a train from Norfolk would surely make it easier and more pleasant."



"I missed the Sep 9th and 10th public meetings. However, as a resident of Town Center, I would think an ideal spot for a stop along this "guideway" (don't know what that is, actually) would be beside the deserted Circuit City building behind Dick's Sporting Goods. I would think that lot could accommodate an additional parking garage, if necessary.

Also, the "guideway" should be made aesthetically appealing, blending into its surroundings. Passengers should also be able to relate to a positive experience, too.

It should be as quiet as possible, and easy to purchase passes at stops or via the internet. Express routes should also be identified (e.g., direct non-stop from TC to Oceanfront or Norfolk at certain times)."

## **"PARAMETERS**

I have two benchmarks to lay down at the beginning of the Study.

First, as much of the alignment should be dual tracked as possible. Thankfully, that has been the case with Norfolk's Starter Line. One train shouldn't have to sit waiting for another to pass.

Second, is the need for inclusion of restrooms at as many stations as possible. While HRT frowns on operating and maintaining bathrooms, toilet facilities at transfer centers were a concern at 4 of the 7 public meetings held in late 2008 on HRT's Comprehensive Operations Analysis. As LRT is expanded through the region, longer distances being travelled will only make the need more acute.

I offer as a template Portsmouth's Water Street Parking Garage. It has public restrooms built into the garage, which Portsmouth does a good job of maintaining. Such can be designed for Virginia Beach's stations needing park-and-ride capability.

## **ALTERNATIVES ANALYSIS**

There are three build options being looked at in the AA. I'll touch on all three.

First of all, I don't think the Enhanced Bus option would work in Virginia Beach. It would mean buses having to come off I-264 to stations at points of interest. Anyone familiar with those roads knows that it would be impossible for the buses to keep schedule at rush hour. Both MAX and its predecessor (Route 61, The Crossroads) have had regularly late buses due to the fact that they have to travel the same congested roads as other vehicles. The situation cries for a fixed guideway solution.

While BRT would suffice, I prefer LRT for a few reasons:

1. With Norfolk already building LRT, we would have to extend its LRT to provide a one-seat ride. As we improve mass transit, the ability to get somewhere changing trains and/or buses a few times as necessary will make the region's transit system more rideable.

For example, I live in Virginia Beach while my dentist is in Newport News. It's a 3-4 bus ride. With LRT throughout the region, someday I could catch the train at Witchduck Road Station and take it through The Third Crossing to Newport News. The trip would only take one train and two feeder buses.

2. As a Virginia Beach resident, I'm concerned that it will look tacky if one can take a train elsewhere in the region, but at Newtown Road you have to transfer to a bus. The Beach would

look bush league.

3. LRT has much more economic development potential than BRT, and nicely dovetails with what's already in Virginia Beach's Comprehensive Plan."

"I would like to state my complete support for this project. I think it is a shame that Virginia Beach passed on this opportunity 10 years ago and should not make the same mistake again. I live in Norfolk and work at Town Center. While I will have a Tide stop in front of my doorstep next year, it will be many years before it can take me to my place of work, which is a major activity center in Virginia Beach, even if the City decides to act today. The City needs to act now if they want to continue to remain a place where young professionals and others choose to live and work."

#### "MAKE VB RAIL EXTENSION A REALITY"

"I was in attendance, and though it was wonderful! Mr. Townes even taught me how to use a touch pad keyboard. Lol! Anyway, I like the BRT or LRT alternatives the best, but believe it would also be beneficial to convert route 26 (Bow Creek) into a circulator, since the route is already designed in a semi-loop anyway, and if we did that, keeping it with just one bus per hour, could keep the same operating hours and days, at or close to current operating expense levels."

#### Documents submitted as part of public meetings:

- Notes for Mtg. with HRT Light Rail Consultants – no date
- Transportation Policy: Getting the Facts Straight – December 3, 2008  
Wendell Cox and Ronald D. Utt, Ph.D
- Portland: A Model for National Policy? – May 28, 2009  
Wendell Cox
- US Public Transport Expenditures, Subsidies & Passenger Usage from the 1960s -  
No date
- Myths & Factors about Rail Transit – no date  
American Dream Coalition, Fact Sheet #1
- Rails Won't Save America – June 2008  
American Dream Coalition, Fact Sheet #2
- The Tipping Point – May 22, 2009  
By Alan E. Pisarski
- Transit Extension Study - by John D. Moss – September 9, 2009
- Evaluation of the Norfolk-Virginia Beach LRT Draft Environmental Impact Study – June 28, 1999  
Citizens Action Coalition, Inc.
- The Success of Town Center – An Alternate View – no date
- The Success of Town Center – An Alternate View – Part II- August 1, 2009



**September 9<sup>th</sup> and 10<sup>th</sup>, 2009 Public Meeting Questions and Answers**

On September 9<sup>th</sup> and 10<sup>th</sup>, 2009, Hampton Roads Transit and the City of Virginia Beach hosted initial public information meetings about the Virginia Beach Transit Extension Study (VBTES). Over 250 citizens attended these meetings and learned from the project management team about the year-long study process, the transit alternatives under consideration, and opportunities for public input. At the meetings, attendees were given the option of either filling out a comment card or submitting comments electronically at one of the project laptop set-ups.

We appreciate each of the more than 100 comments that were received. All of the comments received are available for review at [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes). These comments will help to guide the project management team throughout the study. In some instances, citizen comments included questions, which can be found below, for the project management team to answer. Formal public hearings will be held at the end of the study before any municipal decision is made on whether to move to the next stage of project development. All comments from these hearings will be included in the Final Environmental Impact Statement.

The following questions are those we have provided with a direct response:

**Alignment**

**Question 1:** Ok, what about the EAST TO WEST? Nothing goes NORTH TO SOUTH – buses, etc. Not everyone works off the boulevard – no bus goes to Chesapeake Mall at all – We are a car society

**Answer:** The Norfolk TIDE is seen as the starter line for a regional transit system. Hampton Roads Transit (HRT) has hired HDR Inc. to provide services for the study of two potential extensions to The Tide, HRT's Light Rail Transit (LRT) system. The first extension currently under study is the VBTES, which is examining a potential transit connection from the eastern end of The Tide in Norfolk at Newtown Road to the Virginia Beach Oceanfront along the Norfolk Southern Corporation's inactive right of way. The second study will examine a potential extension to Naval Station Norfolk. Both studies will include studying and identifying feeder bus system options to provide connections to the transit extensions.

**Question 2:** Has elevated trains been considered?

**Answer:** The technical analysis that will be completed as part of the AA/SDEIS will examine where elevated crossings may be necessary.

**Economic Development**

**Question 3:** Wondering if there will be a part in the study that talks to job creation from this building of light rail. Creating job opportunities, the maintenance, construction and operation? How will it impact neighborhood in job creation?

**Answer:** The project consultant will assess the potential for joint development opportunities by; analyzing the overall market potential for general types of projects suited to joint development; identifying stations with joint development potential and evaluating secondary or multiplier impacts of joint development (e.g. jobs, payroll, materials, purchases, etc.)

**Question 4:** There are plans for development in the oceanfront corridor – especially multi use buildings for commercial and residential needs. How will the HRT study import those plans?

**Answer:** The project team is working closely with the City of Virginia Beach to identify proposed and planned development along the study corridor, especially within the City's Strategic Growth Areas. As a part of the Alternatives Analysis (AA)/ Supplemental Draft Environmental Impact Statement (SDEIS) analysis, the VBTES will include identifying and documenting existing development trends within the project corridor, and evaluating existing and proposed implementation of redevelopment or development incentives within the corridor, particularly those related to transit supportive development.

### **Environmental**

**Question 5:** What's involved in the environmental impact evaluation regarding the human factor: e.c. low-income people? (sic)

**Answer:** The SDEIS will address potential impacts on the human and natural environment, addressing social and community impacts and benefits affecting residents, workers and visitors within the study area. For example, the potential for impacts to minority and low-income populations will be addressed in Section 3.8 of the Supplemental Draft Environmental Impact Statement (SDEIS) on Environmental Justice, in accordance with Executive Order 11593. U.S. census and other socioeconomic data will be used to determine the presence and location of minority and low income populations within the study. The SDEIS will assess the potential for disproportionate impacts to those populations and the potential for the proposed project to benefit those populations.

### **Funding**

**Question 6:** Where's the \$ coming from?

**Answer:** The VBTES analysis currently underway will be funded through federal and state sources.

**Question 7:** What is the current cost estimate for the project?

**Answer:** Preliminary cost estimates for construction and operation will be prepared for each of the alternatives under evaluation in the AA/SDEIS and will be included in the evaluation criteria for identifying the Locally Preferred Alternative (LPA). These cost estimates will be based on a limited amount of design and engineering which is sufficient for comparing the alternatives. As a project moves through each stage of FTA project development – Alternatives Analysis, Preliminary Engineering and Final Design – estimates will reflect more detailed design and engineering and reliability will increase.

**Question 8:** Any chance it will be self supporting?

**Answer:** All forms of public transportation require public subsidy to cover the full cost of operation. That is true for buses in Virginia Beach or the subway system in New York City. Like our road network and other public assets, such as local libraries, public



transportation requires ongoing public investment to provide the service at a high quality. Typically, the fare that passengers pay typically covers 20-30% of the cost to provide the service, and the balance is often covered by a mix of local, state and federal sources of funds.

### **Land Use**

**Question 9:** Sufficient satellite parking – especially for outlying areas?

**Answer:** As a part the VBTES analysis, stations will be studied to determine the appropriate capacity, based on projected system ridership, and appropriate locations for park-and-ride facilities.

### **Right of Way Issues**

**Question 10:** At the Birdneck Rd Station, I noticed on the map that is goes yellow over my neighborhood. I'm interested in your plans because I do not want my home value to decrease further. Worse yet, I'm I going to lose my existing home?

**Answer:** Generally, the closer property is to transit, the more valuable the property becomes. Single-family residences located in communities that have a high-capacity transit station have a market value that is approximately 7 percent greater than that of residences in other communities. For example, in Dallas, a recent study by the University of North Texas found that the jump in values for LRT-served properties was about 25% greater than areas not served by LRT. The VBTES is focusing on the existing Norfolk-Southern Right of Way and is seeking to minimize impacts to private property.

### **Transit Technology and Ridership**

**Question 11a:** I really would like to know the relative costs (capital and maint) of BRT vs LRT. Are the daily costs of using either of the above systems going to be reasonable? Enough to attract daily riders?

**Question 11b:** Wouldn't bus rapid transit suffice, instead of spending all that money, time and inconveniences with LRT? There would be more accessibility to BRT than LRT.

**Answer to Question 11a and 11b:** The VBTES will include the evaluation of LRT and BRT for fixed guideway alternatives as an extension to the Tide. Improved bus service will also be included and evaluated for cost effectiveness as compared to the LRT and BRT options. The evaluation methodology is based on the prescribed Federal Transit Administration's (FTA) New Starts process and is focused on the cost effectiveness of potential transit alternatives. This study will develop forecasts of ridership and mobility benefits in accordance with FTA guidelines, which require that a reasonable and consistent fare policy be applied across all alternatives being examined. Estimates of capital, operating, and maintenance costs are estimated independently from ridership but are based on the same service and fare policy assumptions.

### Stations

**Question 12:** Will the DEIS analyze feeder bus routes or alternate methods to get VB resident to the proposed stations?

**Answer:** Yes, the VBTES include identifying feeder bus system options to provide connections to the transit extensions under consideration.

### Traffic Issues

**Question 13:** Exactly how does this create less traffic when the proposed station is at the busiest intersection in the city?

**Answer:** A detailed traffic impact analysis will be conducted to determine the effect of proposed transit station locations located along the corridor, including at high volume intersections. The analysis will also examine current and future traffic conditions and pedestrian activity along with proposed transit operations, schedules, and ridership estimates. The analysis will estimate whether the higher level of service and accessibility provided by fixed guideway transit will enable more people to reach the area by transit. Passengers will also use multiple means to arrive at the station areas-- walking, biking, transit and by auto.

**Question 14a:** Has the HRT or the City thought about the traffic backups this will cause on Lynnhaven Pkwy, Witchduck Rd., Rosemont Rd., etc...while commuters (in vehicles) wait for the trains to pass?

**Question 14b:** We all know that these locations are overcrowded during rush hour and now you are planning to stop traffic for a train that runs every 10-20 minutes? The city can't synchronize the lights on Virginia Beach Blvd. so traffic flows smoothly, how are HRT and the city going to resolve this?

**Answer to Question 14a and 14b:** A detailed traffic impact analysis will be conducted to determine the effect of at-grade BRT/LRT crossings on arterial streets. A grade-separation analysis will also be conducted. Grade separation is one of many potential traffic mitigation measures that can be applied, if needed. Signals for BRT/LRT at-grade crossing and traffic signals on either side of the transit guideway can be synchronized to minimize the potential for traffic delay.

**Question 15:** How much input will the local citizens have concerning traffic issues?

**Answer:** The Public Involvement Plan contains specific ways that the public can receive information regarding the study, as well as provide information to the project team. There will be several public meetings at which citizens can provide written comments. Input can also be shared by email and telephone. The project webpage, [www.gohrt.com/vbt.es](http://www.gohrt.com/vbt.es), contains contact information for project team members who can receive input/address questions from the public or the media. The webpage will be updated often with downloadable documents and the project schedule. Comments can be given directly via the webpage as well as HRT's Facebook page and using Twitter. Comments received



from the public will be documented throughout the study and will be used to help guide the study process.

**General Comments:**

**Question 16:** Does Virginia participate in minority & women set-aside's for work development and employment? At what percentage rate?

**Answer:** The FTA does not recognize or establish 'set-asides' for the purpose of promoting minority & women participation. As a part of the U.S. Department of Transportation, FTA regulates participation in the Disadvantaged Business Enterprise ("DBE") Program in order to promote a level-playing field for all firms identified as minorities. HRT participates in the federal DBE program and utilizes the requirements set forth in 49 CFR Part 26, which details the requirements as they relate to DBE certification and guidance. The Virginia Department of Minority Business Enterprise is the state agency dedicated to enhancing the participation of our small, women- and minority-owned businesses in Virginia's procurement opportunities, including certifying the business as DBE's under the federal U.S. Department of Transportation's Program (Please see <http://www.dmb.e.virginia.gov/> for more information). The other certifying agency for DBE firms used by HRT is the Metropolitan Washington Airport Authority.

**Question 17:** How global is the future planning? Is a plan in the works for a corridor to the airport being considered down the road?

**Answer:** As part of the Naval Station extension study, possible feeder connections will be evaluated as part of the transit fixed guideway analysis to serve major activity centers such as the airport.

**Question 18:** We are interested in providing public art for the system. Can you tell us what to do to connect with you?

**Answer:** The extent of public art within station design is not yet determined at this early stage of project development. HRT will work with the City of Virginia Beach to coordinate the potential application of public art as the study phases progress.

## Appendix D Station Location Workshop Materials

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### NEWS RELEASE



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FOR IMMEDIATE RELEASE

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November 30, 2009

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### Transit Station Workshops Coming

**Norfolk, Va.** – The public is invited to attend two workshops that will explore how building passenger stations would affect local neighborhoods if there is an expansion of transit services in Virginia Beach.

The first meeting will take place on Wednesday, December 2, at The Westin Inn Virginia Beach, 4535 Commerce Street, Town Center. The second will take place Wednesday, December 9, at the Virginia Beach Convention Center, 1000 19<sup>th</sup> Street, Virginia Beach. Both meetings will run from 6-8 p.m.

The workshops are part of the Virginia Beach Transit Extension Study which is examining transit alternatives for the Resort City along Norfolk Southern Corporation's inactive right of way. Among the alternatives is an extension of The Tide from Newtown Road to the Virginia Beach Oceanfront either as light rail or bus rapid transit.

The workshops will provide the public an opportunity to learn more about how the establishment of transit stations would affect surrounding communities. The meetings will involve small groups working in interactive settings designed to inform the extension study planning team.

The workshops also will include a presentation on the progress that has been made since the last public information meetings in September. There also will be an overview of potential transit technologies within the project corridor and examples from other transit systems.

For more information about the study and HRT services, please visit [www.gohrt.com](http://www.gohrt.com).



# Meeting Notes

Subject: Station Area Workshop	
Client: Hampton Roads Transit	HRT Doc. Control No. DR-009-49947-PLO11
Project: Virginia Beach Transit Extension Study	Project No: 111287.003
Meeting Date: December 2, 2009	Meeting Location: Westin Virginia Beach Town Center
Notes by: Delceno Miles - The Miles Agency	

## Topics Discussed:

See Attached Agenda

## Action/Notes:

1. Councilman John Uhrin gave welcome remarks. Jayne Whitney gave a project overview and purpose of workshop. Oscar Gonzalez and David Taylor conducted a power point presentation.
2. Group Breakout Sessions were by corridor segments: Segment 1 (Newtown to Town Center); Segment 2 (Town Center to Lynnhaven); and Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)
  - Segment 1 facilitators were Reid Lee (HDR), Dana Holmes (HDR) and Mark Schnauffer (CVB)
  - Segment 2 facilitator was Eric Nelson (HDR)
  - Segment 3 facilitator was Oscar Gonzalez (HDR)
  - Each group had recorders noting key issues under such topics as land use, transportation/access, environmental, and community facilities
3. Following the breakout sessions, a representative from each group reported out highlights of their respective discussions. Some questions from the audience were addressed including next steps and public participation opportunities.
4. Issues/Concerns by segment include:

### Segment 1 (Newtown to Town Center)

#### Land Use

##### Current Land Use Concerns

- Station's impact on Witchduck area/community
- A commercial development on the southside of 264

##### Future Compatible Land Uses

- Park & Ride
- Kempsville Building Materials near Witchduck
- Circuit City bldg. in Town Center
- Old FX lot – potential Park & Ride
- Above grade station at vacant Circuit City lot
- Incorporating "sheds" at stations into the look of the neighborhood stores (Pembroke Mall)

### Segment 1 (Newtown to Town Center)

#### Transportation/Access



**Current Transportation/Access Concerns**

- Elevation in high traffic areas
- Congestion/access options
- Why is station at Newtown if station located on Norfolk side? VB should start with station at Witchduck
- Will there opportunity for bike path?
- Why only study BRT & LRT? (Personal Rapid Transit; elevated structure; cost savings)
- Transfer/fare cost
- System of connectivity (bus, rail, etc.)
- Park & Ride (Kempsville Building Materials near Witchduck)
- Link to Norfolk light rail
- Connection from south of the highway to Witchduck station
- Pedestrian crossing at Va. Beach Blvd and Independence
- Entice people out of their cars
- Witchduck station at Old Kempsville Lumber site
- Witchduck and Independence – high worker use
- Connection to bus route off Independence
- Bike trails that run adjacent to tracks
- Current traffic around Independence & 264

**Community Facilities**

Key Community Facilities (parks, schools, churches, etc.)

- CAC
- Continued opportunity to provide input

**Environmental** -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

None noted.

**Notes Written on Maps**

- Place park and ride lots at old Lumber Kempsville Lumber yard and Sears at intersection of Witchduck and Southern Blvd.
- Propose a fly-over for light rail from Greenwich Road over 264 to connect to Cleveland Street.
- Three core stations should be placed in Segment one at old Kempsville Lumber
- Pedestrian bicycle crossing needed at Witchduck and access to 264.
- Cleveland Street should be an economic development area.
- Pembroke stations should be integrated into the shops/neighborhood.
- Bus terminal located at the southern portion of Independence Blvd should be incorporated in to the light rail system to provide more regional travel opportunity.

**Segment 2 (Town Center to Lynnhaven)****Land Use****Current Land Use Concerns**

- Traffic
- Lynnhaven station
- Walking paths
- Circuit City still being considered?
- Are they anticipating building parking structures?
- Will there be purchasing of land to build stations?
- Need for elevated crossings at Rosemont
- Try not to impact small residential areas

**Segment 2 (Town Center to Lynnhaven)**

- Will any road along Southern Blvd. be taken?

**Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)****Land Use**

## Current Land Use Concerns

- Can there be a station in a APZ 1?
- Work with developers
- Station at school bus depot would facilitate base traffic
- Will there be at-grade crossings (Norfolk Ave. east of Birdneck)
- Take through trailer park (Norfolk Ave.) – priority\*\*\*
- Serve Navy population (Oceana) – would need ground transportation and park & ride component
- Oceana has crash zone restrictions
- How much land is needed per station? Parking to go along with stations?
- Convention Center needs a major park & ride
- Do not see a need for a Birdneck station – if so should be a neighborhood stop only
- Against taking commercial/residential property – risking the livelihood

Future Compatible Land Uses – None noted.

**Notes Written on Maps**

- Convert parcel at Southern Blvd and Oceana (north of alignment/east side of Oceana) to station park and ride

**Transportation/Access**

## Current Transportation/Access Concerns

- Do not need a lot of stations (will slow arrivals)
- Travel time is important.
- Is there room to turn the trains around (30 feet needed)
- Will there be a bike path?
- If Norfolk runs to the airport, then would be beneficial for Convention Center stop
- Express busses on Va. Beach Blvd.
- Would be willing to go to Park & Ride and train to Town Center to avoid parking at Town Center
- Need Great Neck station for bike commuters

**Community Facilities**

## Key Community Facilities (parks, schools, churches, etc.)

- Keep skateboard parks (Norfolk Ave. east of Birdneck)
- Recreation Center
- Large park (Marsh Park)
- Bike trail
- 17<sup>th</sup>/11<sup>th</sup> Streets both have historic buildings
- Bus depot for school busses will be moved – could become Park & Ride
- Convention Center

**Environmental** -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

- Stranding facility for Aquarium at western end of Southern Blvd.

**Notes Written on Maps**

See above.

**Next Station Area Workshop**

Wednesday, December 9, 2009  
6 pm – 8 pm, Virginia Beach Convention Center



# Meeting Notes

Subject: Station Area Workshop	
Client: Hampton Roads Transit	HRT Doc. Control No. DR-009-49947-PLO11
Project: Virginia Beach Transit Extension Study	Project No: 111287.003
Meeting Date: December 9, 2009	Meeting Location: Va. Beach Convention Center
Notes by: Delceno Miles - The Miles Agency	

## Topics Discussed:

See Attached Agenda

## Action/Notes:

1. Councilman Jim Wood gave welcome remarks. David Vozzolo (HDR) gave a project overview and purpose of workshop. Oscar Gonzalez (HDR) and David Taylor (HDR) conducted a power point presentation.
2. Group Breakout Sessions were by corridor segments: Segment 1 (Newtown to Town Center); Segment 2 (Town Center to Lynnhaven); and Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)
  - Segment 1 facilitators were Reed Lee (HDR), Dana Holmes (HDR)
  - Segment 2 facilitator was Eric Nelson (HDR)
  - Segment 3 facilitator was Oscar Gonzalez (HDR) and Mark Schnauffer (CVB)
  - Each group had recorders noting key issues under such topics as land use, transportation/access, environmental, and community facilities
3. Following the breakout sessions, a representative from each group reported out highlights of their respective discussions.
4. Issues/Concerns by segment include:

### Segment 1 (Newtown to Town Center)

#### Land Use

##### Current Land Use Concerns

- Planned development around Pembroke area
- Higher density areas
- Mixed use areas
- How much space/land is needed to support a station?

##### Future Compatible Land Uses

- Focus new development around stations, new retail
- Redevelopment of Kempsville area to support rail



**Segment 2 (Town Center to Lynnhaven)**

- Is there adjacent property that may be acquired along the path and right of way to widen from 66 ft to be able to put in bike trails?

**Future Compatible Land Uses**

- Kings Grant area may be a good neighborhood stop. Not really developed at this time.
- Land improvement at Lynnhaven
- Use of space along Southern Blvd. for bike trail

**Transportation/Access****Current Transportation/Access Concerns**

- Bonney Road access
- Concerns with avoiding Va. Beach Blvd. on bike access
- Considerations of bike trail alongside railway
- Consideration of how to secure bikes
- Kings Grant Road access by bike concern/consideration
- Could a station be at Rosemont?
- Connections to office space in Lynnhaven area
- Bikeway on Edinburgh Way (25 MPH street). Several street crossings north & south. Traveling east-west to get to light rail needed to avoid the bikeway access. Suggest a bike trail along the light rail path.
- Where in Town Center will a station be placed?
- Bike/pedestrian trail to connect to the Lynnhaven end of light rail. There is one on the southside connecting to Lynnhaven now from Lynnhaven Rd. to Lynnhaven Pkwy
- Access to mall from light rail and to office buildings on Lynnhaven

**Community Facilities****Key Community Facilities (parks, schools, churches, etc.)**

- What will be done about safety concerns? (people getting mugged like at bus stops)
- Neighborhood preservation of the Malibu area. Does not want large parking lots.
- Neighborhood preservation of the Birchwood area

**Environmental** -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

- None noted.

**Notes Written on Maps**

- None noted

**Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)****Land Use****Current Land Use Concerns**

- Access to Laskin area (medical, retail)
- Where will the Park & Ride stations be? How decided?
- Potential Park & Ride station near Kings Grant area
- What is the design for the Great Neck/London Bridge area?
- Restrooms at the stations?
- Basketball arena (180 ft tall, 400x400)
- Birdneck & Norfolk Ave. between neighborhood & Jack Rabbit
- Will there be a specialty station or some type of Park & Ride planned?
- Buffers between neighborhood & proposed basketball arena (Lakewood area)
- Historic area district
- Pathway down to Oceana (Main Gate)

**Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)**

- Bike connectivity down to NAS Oceana
- If BRT from Birdneck to Oceanfront, how and where do they turn around?
- It is not wanted in the potential Historic District.

Future Compatible Land Uses – None noted.

**Transportation/Access**

Current Transportation/Access Concerns

- What is the timing? (Norfolk – Va. Beach)
- How often will the busses/rails come? Hours of operation?
- Do the trains have emergency vehicle preemptions?
- London Bridge/Va. Beach Blvd. pedestrian/bike access
- Flexibility of BRT is a plus

**Community Facilities**

Key Community Facilities (parks, schools, churches, etc.)

- Will there be BRT/LRT security or will local police make random checks?
- Would like to see local police involved
- Safety, security concerns for neighborhood on Norfolk Ave. and Birdneck Rd.
- Increase in activity, crime via foot traffic
- Specialty stations for special events happening in Downtown Norfolk, i.e. Park & Ride at Va. Beach Convention Center
- Cemetery and potential of buying up homes to facilitate room for LRT
- Take a look at population mix for ridership (Seatack area)

**Environmental** -- Key Environmental Issues (historic resources, sensitive receptors, etc.)

- How big are stations?
- Don't forget about solar energy.
- Avoid use of petro energy

**Notes Written on Maps**

Lynnhaven to Birdneck:

- Bike Commuter Route north/south down First Colonial continuing down Oceana and East/West along Southern.

Birdneck to Oceanfront:

- Residential Permit Parking Program east of Birdneck in the residential areas north of 264 between Old Virginia Beach Road and 21<sup>st</sup> Street; between 19<sup>th</sup> street and Virginia Beach Boulevard; and Virginia Beach Boulevard and Norfolk Ave.
- A station off of Virginia Beach Boulevard at 2<sup>nd</sup> Street would have less impact to residents and provide better access from Virginia Beach Boulevard.
- Possible arena at 2<sup>nd</sup> Street.
- Historic district in area around Virginia Beach Boulevard between: 14<sup>th</sup> and 19<sup>th</sup> street (North south boundary) and Parks Ave and Pacific Ave (east/west boundary).
- 1900 Bed and Breakfast exists on corner of Arctic and 16<sup>th</sup> ST.
- Possible station location at 19<sup>th</sup> Street and Pacific.

**Virginia Beach Transit Extension Study (VBTES) – Station Area Workshops**

December 2 and December 9, 2009

Answers have been provided to questions received from community at meeting on various aspects of the stations, park & ride locations, bike paths, land use, environmental issues, etc. that have not been answered previously. Please see [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes) for additional Questions and Answers related to this study.

**Land Use – Transportation/Access**

1. *Why is station at Newtown if station located on Norfolk side? (VB should start at Witchduck Road)*

As a part of the VBTES, it is anticipated that the first station area in Virginia Beach would begin around Witchduck Rd. A Strategic Growth Area study is currently underway by the City Planning Department for the Newtown area in Virginia Beach.

2. *Will there be opportunity for bike path?*

Currently, the City staff and the HRT project team are looking at options for potential bike paths/shared use path within the existing Norfolk Southern Right of Way.

3. *Will any road along Southern Blvd. be taken?*

Southern Blvd. has some areas that are roadway and some that are not accessible by any vehicles. Since design plans will not be completed for this stage of project development, it is unknown if any areas of Southern Boulevard will be changed due to transit construction and operation. However, at this time HRT does not plan change the existing overall function or capacity of the roadway.

4. *Is Circuit City parking lot being considered as a Park & Ride?*

This area will be evaluated for a potential park & ride location.

5. *How will the land uses change?*

Hampton Roads Transit and the project team are working closely with City Planning efforts along the project corridor. Fixed guideway stations tend to have a positive impact on the surrounding land values. Based on analysis completed by *Reconnecting America*, existing systems with similar development characteristics have seen land values increase from 5 to 30% in the area immediately adjacent to the station area.



6. *Can there be a station in an APZ 1 (at Oceana)?*

Transit and transportation functions are compatible with APZ1 under Virginia Beach Zoning Code. HRT is working with Virginia Beach to look at potential stations within this corridor.

7. *How much land is needed per station? Parking to go along with stations?*

The amount of space needed for a station depends on the variety of items that will be looked at as a part of the VBTES. The largest land area required in the station would be for parking and storm water management. The amount of parking that will be required will be identified as part of the ridership forecasting effort, now underway.

8. *Restrooms at the stations?*

Public restrooms are not anticipated to be provided at the stations.

9. *What is the design for the Great Neck/London Bridge area? Will there be a specialty station or some type of Park & Ride planned?*

Specific stations have not been designed yet. Station areas will be sized to accommodate the anticipated ridership. Potential stations types for BRT/LRT alternatives presented at this meeting include:

- Core Station – serves the most developed areas (Town Center and Resort area)
- Community Station – serves multiple neighborhoods with major Park & Ride facilities
- Neighborhood Station – smallest station area walk shed and highest use of walk-up and bike access
- Specialty Stations – one-of-a-kind station type for unique place (Convention Center)

### **Transportation/Access**

1. *Will there be consideration for proposed changes to the interstate interchange area?*

The railroad right of way crosses over several roadways located near current Interstate 264 on and off ramps. HRT will work with City staff and VDOT as we move forward with station locations that may be near interstate interchanges.

2. *Could a station be at Rosemont?*

There is the potential for a station to serve the Rosemont area. It has been identified as one of the station areas that will be examined further.

3. *Where in Town Center will a station be placed?*

Several areas within Town Center will be evaluated for station locations.

**Community Facilities**

1. *What will be done about safety concerns? (people getting mugged like at bus stops) Will there be BRT/LRT security or will local police make random checks?*

HRT will collaborate with the city regarding security measures and policies.

2. *Do the trains have emergency vehicle preemptions?*

Light rail vehicle operators would be required to yield to emergency vehicles crossing the tracks. As with The Tide in Norfolk, HRT's Safety and Security staff would coordinate with City staff to institute appropriate signalization priorities.

Virginia Beach Transit Extension Study  
Station Area Workshops  
December 2<sup>nd</sup> and December 9<sup>th</sup>, 2009

Along with the comments that were written by the recorders at these meetings, we had 3 written comment forms turn in as a part of the public comments:

December 2<sup>nd</sup> (1 comment sheet submitted)

Town Center station should be located on east side of Independence due to highest density of development (even in future).

Independence is a major barrier for pedestrians, so station should serve current development w/o requiring peds to cross Independence.

Very limited park and ride in Town Center area (or none). We should be encouraging folks to stay out of their cars. Parking is also a poor land use for this SGA.

Emphasize pedestrian and bicycle access across I-264.

Town Center and Witchduck should be core stations.

Consider putting station directly above Independence Blvd. (elevated) and providing ped access to either side.

December 9<sup>th</sup> (2 comments submitted)

I represent both civil service and military members in the Hampton Roads area. It would be important to consider housing and employment demographics of military members because we account for a large percentage of traffic and employment in the area.

I would also like you to consider night life in the Hampton Roads area and the amount of DUI's and accidents we suffer from in large amounts. Having a light rail or BRT with limited hours wouldn't exactly help night life in this area.

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I was quite negative about the situation when I arrived. Tonight I think there is more promise that it might come to fruition sooner than I anticipated. Virginia Beach needs to do something soon about the congestion. People are avoiding coming to the beach because of the parking problems – towing – etc.

Let's work together for the better of our residents and visitors!!! Bring more revenues here.



## Appendix E

### Monthly Report on Public Involvement Activities

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*Public Involvement Plan*



**Hampton Roads Transit  
Virginia Beach  
Draft Environmental Impact Statement  
Virginia Beach Transit Extension Study**

#### **Public Involvement Plan**

**September 2009**

Revised January 2010 Revised October 2010 Revised March 2011 Revised May 2011 Revised March 2013
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## GLOSSARY OF ABBREVIATIONS

Following is an alphabetical list of abbreviations commonly used by Hampton Roads Transit and throughout the Plan:

AA – Alternatives Analysis  
APZ – Accident Potential Zone  
BRT – Bus Rapid Transit  
CAC – Community Advisory Committee  
DEIS – Draft Environmental Impact Statement  
FEIS – Final Environmental Impact Statement  
FFGA – Full Funding Grant Agreement  
FHWA – Federal Highway Administration  
FTA – Federal Transit Administration  
HRTPO - Hampton Roads Transportation Planning Organization  
HRPDC - Hampton Roads Planning District Commission  
HRT – Hampton Roads Transit  
ISTEA - Intermodal Surface Transportation Efficiency Act  
LPA - Locally Preferred Alternative  
MAP-21 – Moving Ahead for Progress in the 21st Century  
MPO – Metropolitan Planning Organization  
NEPA – National Environmental Policy Act  
NSNTES – Naval Station Norfolk Transit Extension Study  
NSRR – Norfolk Southern Rail Road  
PIP – Public Involvement Plan

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*September 2009*



ROW – Right of Way

SAFETEA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SHPO – State Historic Preservation Office

SDEIS – Supplemental Draft Environmental Impact Statement

ROD- Record of Decision

TAC – Technical Advisory Committee

TAZ – Transportation Analysis Zone

TDCHR – Transportation District Commission of Hampton Roads

TEA-21 – Transportation Equity Act for the 21st Century

VBTES – Virginia Beach Transit Extension Study

VDRPT - Virginia Department of Rail and Public Transportation

VDEQ - Virginia Department of Environmental Quality

VDHR - Virginia Department of Historic Resources

VMRC - Virginia Marine Resources Commission

VSMF – Vehicle Storage Maintenance Facility

## Virginia Beach Transit Extension Study Draft Environmental Impact Statement

### Public Involvement Plan

#### Introduction

Good organization and well-planned outreach is what distinguishes effective public involvement plans. The best ones are developed with clearly defined goals and issues affecting the project study area. Hampton Roads Transit (HRT) and its consulting team recognize this and will carefully develop strategies to contact the public, provide them information, listen to their views, respond to their comments, and incorporate their concerns into plans and decisions for the Virginia Beach Draft Environmental Impact Statement (DEIS). The study, also referred to as the Virginia Beach Transit Extension Study (VBTES), will examine transit alternatives to include light rail (extension of the Norfolk Tide Light Rail Transit system into Virginia Beach), bus rapid transit, enhanced bus service or doing nothing at all.

#### 1.0 Purpose and Design of the Public Involvement Plan

The Transportation District Commission of Hampton Roads (TDCHR), the governing board of HRT, is conducting the VBTES and preparing a DEIS as a follow-up to the *Norfolk – Virginia Beach Light Rail Transit System East/West Corridor Project March 2000 Final Environmental Impact Statement*. The VBTES will be completed in accordance with the National Environmental Policy Act of 1969 (NEPA), as amended. The project will include development and evaluation of transit alternatives and will determine a Locally Preferred Alternative (LPA) for East/West fixed-guideway transit in Virginia Beach. The VBTES DEIS is currently underway.

The original project corridor was generally defined as ¼ mile on either side of the former Norfolk Southern Railroad Right of Way between Newtown Road and Birdneck Road. Extending from Birdneck Road to the Oceanfront, the project corridor was generally bounded by an area defined by Birdneck Road on the West, Norfolk Avenue on the South, Pacific Avenue on the East, and 22<sup>nd</sup> Street on the North. In November 2012, the City of Virginia Beach requested that the Hilltop area be incorporated as a part of the study to include an alignment along Laskin Road to First Colonial Road and an alignment along Laskin Road to Birdneck Road. The locally preferred alignment, station locations, and specific eastern terminus will be identified during the DEIS study process.

The DEIS will evaluate alternatives to solve transportation problems in the study area. The DEIS will result in a Locally Preferred Alternative (LPA) that will be evaluated against the No-Build Alternative in the VBTES Final Environmental Impact Statement (FEIS).

The DEIS will:

- 1) Develop the purpose and need for the project
- 2) Develop goals and objectives for the project
- 3) Develop criteria to evaluate alternatives
- 4) Develop alternatives for comparison
- 5) Identify an exclusive transit corridor to improve reliability and travel time for public transportation users
- 6) Define background transportation networks, identify capacity constraints and deficiencies, and identify key areas of traffic congestion
- 7) Identify activity centers including, but not limited to, the City of Virginia Beach Strategic Growth Areas
- 8) Identify station locations and park and ride areas
- 9) Identify opportunities for a fixed transit investment to complement City redevelopment activities
- 10) Identify environmentally fragile areas and open spaces that should be protected
- 11) Estimate ridership
- 12) Identify funding strategies for construction and operation
- 13) Will utilize previous studies and information regarding evaluation of alternatives
- 14) Analyze the social, economic and transportation impacts and benefits associated with the project, and identify mitigation measures, as needed.

As the DEIS study process moves forward, issues may be identified by the public regarding transportation concerns or deficiencies. These issues must be addressed during the study process. Also, the public will help in identifying evaluation criteria and alternatives to be considered in the study. The methodology to collect and evaluate public opinion during the DEIS is documented in this Public Involvement Plan (PIP). Public involvement will continue throughout the duration of the DEIS with an emphasis on key project milestones. This plan complies with all rules and regulations set forth under the most recently approved Federal Transportation Authorization Legislation (*Moving Ahead for Progress in the 21st Century*, or MAP-21) and the National Environmental Policy Act of 1969 (NEPA), as amended.

The PIP provides a program and process for the public to raise relevant issues with the project team for consideration throughout the study. Opportunities will be provided for an open exchange of ideas and views. Public participation activities will be scheduled as related technical work is conducted. The PIP is structured to collect information from many different audiences. There are many ways for the public to stay informed about the project (See Section 5.0) and to provide input (See Section 4.0).

HRT wants to provide the best possible opportunities for all members of the region to participate including local citizens; interested community, business, and environmental groups; and elected and appointed officials, agencies and



jurisdictions. Special efforts will be made to include members of the public whose voices may be under-represented in local and regional projects, activities, and decisions including minorities, low-wage earners, and people with disabilities and special needs.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance" (42 U.S.C. Section 2000d).

HRT is committed to a program of non-discrimination in the conduct of its business and in the delivery of equitable and accessible transportation services. The responsibility for day-to-day operations of the Title VI program, including the investigation of Title VI complaints, has been assigned to the Title VI Coordinator. However, all HRT employees share in the responsibility for implementing this program. HRT will focus public participation on outcomes rather than simply meeting requirements. Evaluation of the PIP's effectiveness is critical. The evaluation methods that will be used are outlined in this plan (See Section 6.0)

## **2.0 History of Federal Public Involvement Requirements**

The 1962 Federal Aid Highway Act mandated that all urbanized areas with a population greater than 50,000 establish a continuing, cooperative, and comprehensive (3C) planning process in order to be eligible to receive U.S. Department of Transportation funding. The 1974 Federal Aid Highway Act formalized the process further by mandating the creation of a Metropolitan Planning Organization (MPO) for all areas required to have a 3C planning process. The Intermodal Surface Transportation Efficiency Act (ISTEA), signed into law in December 1991, was landmark legislation that introduced a comprehensive approach to transportation problems by emphasizing innovation, intermodalism and flexibility. It also expanded the responsibilities of local governments, giving them a greater role to play in programming funds. The approach begun under ISTEA was continued in 1998 with the adoption of Transportation Equity Act for the Twenty-First Century (TEA-21), and mandates that the agency shall "... provide the public, affected public agencies, representatives of transportation agency employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transit, and other interested parties with a reasonable opportunity to comment..."

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) prescribes an environmental review process for highway, public transportation capital, and multimodal projects, as well as a public comment process for activities that will be made available to the public.

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*September 2009*

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In July 2012, Moving Ahead for Progress in the 21st Century (MAP-21) was enacted into law as the most current transportation authorization. As with past transportation authorizations, MAP-21 continues the requirement for a continuous, cooperative, and comprehensive metropolitan transportation planning process.

### **3.0 Public Involvement Plan**

The HRT project team will coordinate and manage public involvement for the VBTES DEIS as outlined in the PIP. The PIP identifies the specific participation by HRT and coordination with other related agencies. The work will be consistent with federal policy to regularly encourage public involvement.

#### **3.1 PIP Goal and Policy**

The goal of the VBTES PIP is to fully inform, involve and elicit public participation and comments throughout the duration of the DEIS process in order to help guide the local transportation decision-making process.

#### **3.2 PIP Schedule of Activities**

The PIP includes a schedule that coincides with technical deliverables and major milestones. Relevant information will be provided to stakeholders at key decision points in the study process. The PIP schedule of activities and deliverables is provided in Table 1.

#### **3.3 PIP Updates**

The PIP will be updated throughout the VBTES DEIS process as outlined based on the program's effectiveness and major project milestones.

### **4.0 Public Input Opportunities**

Interested citizens and groups may provide comments and suggestions at any time throughout the duration of the project. The public involvement program offers a wide range of opportunities for public input, as outlined below:

#### **4.1 Written Comment Forms**

Written comment forms will be available at all public meetings. At any time, members of the public may complete the forms and return them at a meeting or at another time to HRT in person or by mail. They may be submitted to:

*Marie Arnt  
Sr. Public Outreach Coordinator  
Hampton Roads Transit  
509 E. 18<sup>th</sup> Street, Building 4  
Norfolk, VA 23504  
Attn: Virginia Beach Transit Extension Study*

**4.2 Online Comment Forms**

A comment form can be found on the project webpage on HRT's website at [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes). When electronically submitted, this form is automatically sent to a member of the project team for response.

**4.3 Facebook**

HRT maintains a Facebook page for public outreach purposes which will include project announcements. Facebook users may leave comments on the page.

**4.4 Email Correspondence**

Electronic correspondence may be submitted by sending an email to Marie Arnt, Sr. Public Outreach Coordinator for the Virginia Beach Transit Extension Study, at [marnt@hrtransit.org](mailto:marnt@hrtransit.org).

**4.5 Telephone Hotline**

Comments may be phoned to HRT by calling the telephone hotline at (757)222-6098 and leaving a message.

**4.6 Written Correspondence**

Participants who wish to provide comment via written communication may do so by writing a letter or completing a comment card and sending it to the street address in Section 4.1.

**4.7 Where to Send Comments**

Comments regarding the VBTES should be submitted directly to HRT at the address listed in Section 4.1 to ensure timely response to inquiries. As the project sponsor, HRT is the official recipient of public comments.

**4.8 Twitter**

HRT maintains a Twitter page for public outreach purposes, which will include project announcements. Twitter users may leave comments on the page.

**5.0 Public Outreach Tools**

The PIP includes a wide range of public outreach tools to ensure a well informed public as outlined below:

**5.1 Distribution Database**

HRT and the project team will maintain and update a contact database of all relevant elected and appointed officials, agencies and consultants at the federal, regional, state and local levels; interested parties; individual stakeholders (business or resident) and groups; and civic associations. A communications database will track all inquiries, comments, and responses submitted to HRT. Notice of all public meetings, newsletters and email updates will be sent to each listed contact.



The following public outreach tools will be distributed regularly to contacts listed in the database:

**5.1.1 Newsletters**

Newsletters containing study updates will be produced and distributed at key project milestones during the study period.

**5.1.2 Email Update (Quarterly)**

Email updates will be produced when relevant progress and information has been produced for the VBTES DEIS. These will be sent no greater than four times a year (quarterly) to all contacts in the database providing an email address.

**5.2 Distribution of Printed Materials**

Printed Frequently Asked Questions and fact sheets will provide updated project information, descriptions of the federal process, and critical dates to the general public. These materials will be available on the project page of the HRT webpage.

**5.3 Press Releases/Media Contacts/News Articles**

The news media will play a vital role in communicating moments when the process reaches important project milestones. News releases help distribute information to a wider audience by seeking coverage through television, radio, Internet, and in print. HRT will use a variety of tools to communicate project information to the media, including making experts available for interviews, press releases, and public service announcements. All news articles will be posted to HRT's Press Room on HRT's webpage, [www.gohrt.com](http://www.gohrt.com).

**5.4 Project Webpage**

HRT has set up a webpage [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes) dedicated to the VBTES. HRT will provide updates to the content as the project advances through the study process. The site includes but is not limited to the following: project history; project goals and schedule; newsletters; meeting notices; documents, presentations and reports; public input and study team contacts; relevant links; and an online comment form.

**5.5 Twitter**

HRT will establish and maintain a Twitter account and include 'tweets' of major project news and public notice of meetings.

**5.6 Community Event Participation**

HRT may participate in community events to reach the general public. Members of the project team may attend events and distribute project information through printed collateral material currently listed under Public Outreach Tools.

**5.7 Presentations at Community and Business Organizations**

HRT and the City of Virginia Beach will be available to community and business groups to attend and brief that organization at their regular meetings. If requested, members of the project team will provide a presentation and distribute project information to the group.

**5.8 Facebook**

HRT will maintain a Facebook page for public outreach purposes and for project announcements. Facebook users may leave comments on the page.

**5.9 Virginia Beach Public Access Channel**

HRT staff may coordinate with City staff to produce content for the public access channel.

**5.10 Methods of Public Notice**

Notice of public meetings or major project updates will be provided through the following methods:

- **Press Releases:** See Section 5.3. Media outlets may be added to the Media Distribution List by sending an email to Tom Holden at [tholden@hrtransit.org](mailto:tholden@hrtransit.org).
- **Project Webpage:** See Section 5.4. The webpage, [www.goHRT.com/vbtes](http://www.goHRT.com/vbtes), will feature all notices of public meetings.
- **Mailings:** HRT may mail post cards or letters with meeting information using location-based mailing lists of households and businesses.
- **E-mail:** See Section 5.1. HRT will e-mail meeting information to everyone with an e-mail address in the VBTES database.
- **Facebook:** See Section 5.8. HRT will use its Facebook page to announce news, including upcoming public meetings.
- **Twitter:** See Section 5.5. HRT will use its Twitter account to announce news, including upcoming public meetings.
- **GovDelivery:** HRT utilizes GovDelivery, an email subscription service, as a public communication system. Subscribers will receive notice of public meetings through this service.
- **HRT Homepage:** HRT's homepage, [goHRT.com](http://goHRT.com), will feature notices of public meetings under the Announcements section.
- **Newspaper Advertisements:** In accordance with state and federal law, HRT will purchase and run newspaper ads to announce public meetings when required.

- **Customer Communication:** HRT will produce, print and distribute customer communication flyers, which will announce public meetings and major project updates, to its Virginia Beach customers. These notices will also be posted to HRT's website, gohrt.com.
- **ADA Community:** Those who are visually or hearing impaired and/or have special needs and require accommodation in a format not listed above, can contact HRT at 222-6000.

#### **5.11 Public Meetings and Hearings**

All public meeting and hearing materials may be made available in alternate media formats. The schedule of meetings is provided in Table 1.

##### **5.11.1 Initial VBTES Meetings (Completed September 2009)**

Two public meetings were planned during the initial part of the study process. These meetings were held for the purpose of providing information about the study process and schedule, to describe public involvement and the technical analysis of the study HRT also presented information about the project alternatives under consideration and the impacts to be evaluated.

Draft study goals and objectives were presented at the meetings. Public input was provided via comment cards. A presentation on the study and informational materials were available for the meeting and public review.

- **Public Information Booklet:** An information booklet was prepared that described the process for developing alternatives, provided a project corridor map, described the alternatives under consideration, and related next steps.

##### **5.11.2 Station Area Workshops (Completed December 2009)**

Station area workshops were held so that the HRT team could obtain input from the general public, the development community, and public planning and decision-making agencies concerning station areas. These meetings defined the general station design parameters, identified site-specific issues, and resulted in the selection of preferred station locations and layouts. The current and future impacts on neighborhoods were also examined. Further, opportunities to enhance the relationship between access to rapid transit and area development – as well as potentially supportive public policy – was identified and discussed.

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#### 5.11.3 Hilltop Area Alignment Alternatives Meeting (Completed February 2013)

Hilltop Area Alignment Alternatives meetings were held so that the HRT team could obtain input from the general public, the development community, and public planning and decision-making agencies concerning new potential alignments through the Hilltop Area of Virginia Beach. These meetings defined the general alignment locations and design options as well as potential increases in construction costs and ridership above the original alignment alternative.

#### 5.11.4 Station Area Workshops (April 2013)

Station area workshops will be held so that the HRT team can obtain input from the general public, the development community, and public planning and decision-making agencies concerning station areas. These meetings will define the general station design parameters, identify site-specific issues, and result in the selection of preferred station locations and layouts. The current and future impacts on neighborhoods were also examined. Further, opportunities to enhance the relationship between access to rapid transit and area development – as well as potentially supportive public policy – will be identified and discussed.

#### 5.11.5 Alternatives Review Workshops (September 2013)

Review of alternatives including potential impacts, costs, ridership will be discussed prior to completion and formal release of the DEIS. This will be the final opportunity for HRT to gain input on the design options and alternatives prior to release of the document for formal review and comment.

#### 5.11.6 DEIS Public Hearings

The DEIS is the document that analyzes the potential social, economic and environmental impacts associated with the alternatives under consideration in the study. The purpose of these hearings is for the public to formally comment on the results of the DEIS process as well as the technology choice and alignment as the Locally Preferred Alternative (LPA) recommendation. Each comment received will be documented, responded to, and entered into the public record as a chapter in the DEIS. This document will provide a resource for decision-makers on advancement of project development. HRT will provide the public notice in the timeframe required per federal requirements.

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**5.12 Stakeholder Interviews (Completed September 2009)**

Early in the study, the project team conducted interviews with community and business groups, and individuals with interest in the study. The purpose of these interviews was to incorporate participant interests and concerns into the project development process.

**5.13 Community Advisory Committee (CAC) Meetings**CAC Purpose

The purpose of the committee is to advise HRT, the City of Virginia Beach, and the consultant team on issues and potential impacts related to the alternatives under consideration within the study corridor. The CAC is important to the process because its members provide unique input that combines ongoing, detailed knowledge of the project with the perspectives of community residents and business owners within the study corridor. The members also serve as important liaisons to their communities through formal neighborhood, civic and business groups and informal networks of friends, coworkers and neighbors.

CAC Membership

The Community Advisory Committee will be comprised of representatives from organizations that represent neighborhoods, civic leagues, places of worship, and representatives of businesses that are within the project corridor. The project corridor is defined as ¼ mile on either side of the Norfolk Southern Railroad Right of Way. Beyond that point, the project corridor is generally bounded by Birdneck Road, Norfolk Avenue, Pacific Avenue, and 22<sup>nd</sup> Street. The Laskin Road corridor is also a component of the alignment to include First Colonial and the north end of Birdneck Road. The members of the CAC have been selected by Hampton Roads Transit in collaboration with the City of Virginia Beach.

CAC Roles and Responsibilities

The CAC meetings will complement the broader public outreach activities. The CAC is not a budget or policy setting committee, but will provide a constructive neighborhood-level forum on specific impacts and mitigation strategies. The CAC input will help to identify physical characteristics, access deficiencies and an understanding of how construction and operation of a fixed guideway system may impact the residential neighborhoods, businesses and property owners along the study corridor. Evaluation of financial strategies will not be addressed by the CAC.

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All CAC meetings will be open to the public and the meeting schedule will be available on the project website. Members will participate in up to four meetings during the study period and review project materials such as reports or documents and provide constructive feedback to project staff.

#### **5.14 Virginia Beach City Council Updates**

HRT will brief the Virginia Beach City Council regarding the status of the study at key project milestones. These public updates will be used to inform City Council about the status of the project and allow for Council direction as required.

#### **5.15 Transportation District Commission of Hampton Roads (TDCHR)**

The TDCHR is HRT's governing board. The Commission, of which two members also serve on the Virginia Beach City Council, will receive regular updates on the progress of the VBTES.

### **6.0 Public Involvement Plan Program Evaluation**

HRT will systematically monitor and evaluate the effectiveness of the PIP, as shown in the Monthly Performance Report, for the purpose of engaging as broad a constituency as possible and facilitating on-going public participation. In line with the PIP goals, HRT will continually evaluate the process and adjust strategies to best meet community needs. HRT will produce a Monthly Activity Report that reports the progress of each public outreach tool listed in 5.0 and as shown in Attachment A.

### **7.0 Documentation**

At the conclusion of the Virginia Beach Transit Extension Study DEIS, HRT will complete a final report documenting the public involvement program. The report will document all public involvement activities. Public participation program activities will be incorporated into the DEIS.



## Public Involvement Plan

	2013												2014								
Task	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept
Public Involvement Plan (PIP) Updates	X																				
Virginia Beach City Council Briefings	X	X		X			X				X		X	X		X					
Update Project Web page (ongoing)	X																				
Establish Project Distribution Database (ongoing)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Community Advisory Committee Meetings		X		X					X												
Station Area Workshops				X																	
Other Public Meetings																					
Project Update		X		X					X												
Information Booklet																					
Newsletters	X			X				X			X			X			X			X	
E-Newsletter	X			X				X			X			X			X			X	
DEIS Public Hearings																					

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## Monthly Performance Report

**Attachment A**  
**Public Outreach for the VBTES**  
**Monthly Performance Report**

No.	Communication Strategy		Results/Outcomes (Project To Date)
Public Input Opportunities			
Strategy 4.1	<b>Written Comment Forms</b> <i>Written comment forms will be available at all public meetings and contained in project newsletters. At any time, members of the public may complete the forms and return them at a meeting or at another time to HRT in person or by mail.</i> Measure: number of forms received		
Strategy 4.2	<b>Online Comment Forms</b> <i>A comment form can be found at the project webpage on HRT's website at <a href="http://www.gohrt.com/vbtes">www.gohrt.com/vbtes</a>. When electronically submitted, this form is automatically sent to a member of the project team.</i> Measure: number of online forms received		
Strategy 4.3	<b>Facebook</b> <i>HRT maintains a Facebook page for public outreach purposes which will include project announcements. Facebook Fans may leave comments on the page.</i> Measure: number of comments posted by Facebook Fans regarding VBTES		
Strategy 4.4	<b>Email Correspondence</b> <i>Electronic correspondence may be submitted by sending an email to Marie Arnt, Public Outreach Coordinator for the VBTES at <a href="mailto:marant@hrttransit.org">marant@hrttransit.org</a></i> Measure: number of emails received		
Strategy 4.5	<b>Telephone Hotline</b> <i>Comments may be submitted by calling the project telephone hotline at (757)222-6098.</i> Measure: number of telephone calls received		

## Public Involvement Plan

No.		Communication Strategy	Results/Outcomes (Project To Date)
<b>Strategy 4.6</b>	<b>Written Correspondence</b> <i>Participants who wish to provide comment via written communication may do so by writing a letter and sending it to HRT.</i> Measure: number of letters received		
<b>Strategy 4.8</b>	<b>Twitter</b> <i>HRT will establish and maintain a Twitter account and include "tweets" of major project news and public notice of meetings</i> Measure: number of responses posted to VBTES-related tweets		
<b>Public Outreach Tools</b>			
<b>Strategy 5.1.1</b>	<b>Newsletters (at various milestones)</b> <i>Newsletters and electronic versions will be produced at various milestones of the study and sent to all contacts in database providing a mailing address and email address.</i> Measure: number of recipients to whom newsletter or e-newsletter is sent		
<b>Strategy 5.1.2</b>	<b>Email Updates (up to quarterly)</b> <i>Email updates will be produced and sent up to quarterly to all contacts in database providing an email address.</i> Measure: number of recipients to whom emails are sent		
<b>Strategy 5.2</b>	<b>Distribution of Printed Materials</b> <i>Printed Frequently Asked Questions and fact sheets will provide updated project information, descriptions of the federal process, and critical dates to the general public.</i> Measure: number of printed materials distributed		
<b>Strategy 5.3</b>	<b>Press Releases/Media Contacts/News Articles</b> <i>HRT will use a variety of tools to communicate project information to the media, including making experts available for interviews, press releases, and public service announcements. News reports and articles will be generated from these efforts.</i> Measures: 1) number of press releases developed and sent 2) number of other contacts with the media 3) number of press clippings and 2) circulation		
<b>Strategy 5.4</b>	<b>Project Webpage</b> <i>HRT has set up a webpage <a href="http://www.gohrt.com/vbes">www.gohrt.com/vbes</a> dedicated to the DEIS phase of the VBTES. HRT will provide updates to the content as the project advances through the study process.</i> Measure: number of page views		

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## Public Involvement Plan

No.	Communication Strategy	Results/Outcomes (Project To Date)
<b>Strategy 5.5</b>	<b>Twitter</b> <i>HRT will establish and maintain a Twitter account and include "tweets" of major project news and public notice of meetings.</i> Measure: number of recipients of tweets regarding VBTES	
<b>Strategy 5.6</b>	<b>Community Event Participation</b> <i>HRT may participate in community events to reach the general public face to face. Members of the project team may attend events and distribute project information through printed collateral material currently listed under public outreach tools.</i> Measures: 1) number of events participated in 2) number of people in attendance and 3) number of materials distributed	
<b>Strategy 5.7</b>	<b>Presentations at Community and Business Organizations</b> <i>The Project Team may provide briefings to interested community and business groups upon request. Briefings may include a presentation and distribution of project information to that group.</i> Measures: 1) number of letters sent 2) number of presentations given 3) number of people in attendance and 4) number of materials distributed	
<b>Strategy 5.8</b>	<b>Facebook</b> <i>HRT will maintain a Facebook page for public outreach purposes and for project announcements. Facebook Fans may leave comments on the page.</i> Measures: 1) number of messages posted by staff on Facebook regarding VBTES and 2) number of Facebook Fans at time of VBTES-related posting	
<b>Strategy 5.9</b>	<b>Virginia Beach Public Access Channel</b> <i>HRT staff may coordinate with City staff to produce content for the public access channel.</i> Measures: 1) number of programs aired on VBTS and 2) number of viewers of program	

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## Public Involvement Plan

No.	Communication Strategy	Results/Outcomes (Project To Date)
<b>Strategy 5.10</b> <b>Other Methods of Public Notice</b> <i>Notice of public meetings or major project updates will be provided through the other following methods:</i> <ul style="list-style-type: none"> <li>• <i>GovDelivery</i></li> <li>• <i>Newspaper Advertisements</i></li> </ul> Measure: number of recipients of GovDelivery message  Measure: 1) number and placement of advertisement and 2) circulation  <ul style="list-style-type: none"> <li>• <i>Mailings</i></li> </ul> Measure: number of households that mailings are sent to <ul style="list-style-type: none"> <li>• <i>HRT homepage, <a href="http://www.vchrt.com">www.vchrt.com</a></i></li> </ul> Measure: number of clicks from HRT homepage to project page		
<b>Strategy 5.11</b> <b>Public Meetings and Hearings</b> <i>Four rounds of public meetings are planned throughout the study process including, Initial Meetings, Station Area Workshops, Public Meetings for Locally Preferred Alternative Recommendation and DEIS Public Hearings.</i> Measure: 1) meeting attendance and 2) number of verbal comments received		
<b>Strategy 5.12</b> <b>Stakeholder Interviews</b> <i>Early in the study, the project team will conduct interviews with community and business groups, and individuals with interest in the study. The purpose of these interviews will be to incorporate participant interests and concerns into the project development process.</i> Measure: 1) number of interviews conducted and 2) number of questions answered		
<b>Strategy 5.13</b> <b>Community Advisory Committee (CAC) Meetings</b> <i>Members will participate in up to four meetings during the study period and review project materials such as reports or documents and provide constructive feedback to the project staff.</i> Measures: 1) meeting attendance and 2) number of verbal comments received		
<b>Strategy 5.14</b> <b>Virginia Beach City Council Updates</b> <i>HRT will brief the Virginia Beach City Council regarding the status of the study at key project milestones. These public updates will be used to inform City Council about the status of the project and allow for Council direction as required. Measures: 1) number of briefings given 2) Council members present and 3) viewers of online and cable broadcast of briefing</i>		

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*Public Involvement Plan*

No.	Communication Strategy	Results/Outcomes (Project To Date)
<b>Strategy 5.15</b>	<b>Transportation District Commission of Hampton Roads (TDCHR) Updates</b> <i>The TDCHR is HRT's governing board. The Commission, of which two members are Virginia Beach City Councilors, will receive updates each month on VBES progress.</i> Measures: 1) number of briefings given	

*September 2009*

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## Appendix F

### Copy of Newsletters and E-Newsletters



## Virginia Beach Transit Extension Study

VOLUME 1, SEPTEMBER 2009

### Introduction

Do you want to help shape new transit services and transportation options in Virginia Beach?

Are you interested in improving public transportation choices and improving mobility?

Currently, residents, commuters and visitors in the Hampton Roads area are experiencing declining mobility, particularly between Virginia Beach and Norfolk along I-264.

This is caused by travel resulting from the high employment and residential growth in the area, which is outpacing the capacity of the existing transportation system.

Roughly 19 of every 20 visitors arrive to the area by car (2008) and currently have few public transportation options.

This booklet outlines the process, purpose, implementation, schedule and proposed alternatives for the Virginia Beach Transit Extension Study (VBTES). **Figure 1** (page 2) illustrates the study process. The booklet also gives information on how you can provide input to HRT regarding this study.



### Background

A potential fixed guideway transit corridor between Virginia Beach and Norfolk was identified in preliminary studies conducted in the late 1980s (see map on page 4). These studies showed significant population and employment growth in the corridor and extensive travel between Virginia Beach and Norfolk. These studies evaluated transit options in the Norfolk Southern, I-264 and Virginia Beach Blvd. alignments. The Norfolk Southern alignment was selected as best meeting the evaluation screening criteria and project purpose. Based on the findings of the preliminary studies, an environmental impact statement was completed in 2000, examining the potential for a light rail system between Virginia Beach and Norfolk.

HRT and the City of Norfolk are proceeding with construction of The Tide light rail project, scheduled for completion in 2010. Since 2000, there has been renewed interest in examining extending fixed guideway transit into Virginia Beach. HRT's VBTES Supplemental Draft Environmental Impact Statement (SDEIS) will develop and evaluate alternatives for transit improvements along a corridor

### Newsletter Highlights:

Introduction  
Background  
Purpose & Need  
Getting Started  
Where Do We Go From Here?  
Alternatives Under Consideration  
Public Involvement Opportunities

### Tell us what you think:

Call Marie Amt.  
757 222.6000, ext. 6291  
or visit the  
Virginia Beach Transit Extension Study  
website [go.hrt.com/vbtes](http://go.hrt.com/vbtes)

generally following the Norfolk-Southern Railroad right-of-way from the vicinity of the eastern terminus of The Tide light rail line under construction at Newtown Road to the Oceanfront resort area.

### Purpose & Need

HRT understands that mobility is the cornerstone of economic development and quality of life in our region. As such, HRT is committed to supporting livable and connected communities in the region. The study area comprises one of the most populated areas and has some of the most traveled roadways in the Hampton Roads region. However, geography limits the travel corridor to a width of 3-miles, and is served by only two continuous roadways, I-264 and Va. Beach Blvd. which are plagued by congestion, and the railroad right of way. There are no planned capacity improvements for I-264 that parallel the railroad right of way.

(Continued on Page 2)



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(Continued from Page 1)



The growth in vehicle-miles traveled has far outpaced the growth in population in Hampton Roads. Hampton

Roads had an estimated population of 1,648,000 residents in 2007, up 6% from 1998. During this time the amount of roadway travel in the region increased 16%, meaning that between 1998 and 2007 the growth of vehicle-miles of travel was 2.5 times higher than the growth in population. Although the growth in vehicle-miles of travel has outpaced population growth in Hampton Roads, the growth in registered vehicles has outpaced both. The number of registered vehicles increased 27% between 1998 and 2007, far outpacing the 6% growth in the regional population and 16% growth in vehicle-miles of travel during this time. Regional projections continue to show population and employment growth in the Virginia Beach to Norfolk corridor which will lead to increased traffic and congestion.

## Getting Started

The VBTES will develop and evaluate transit alternatives to improve mobility and increase public transportation choices for the traveling public.

The goals of the proposed project are to:

- Improve access, operations and reliability of the public transportation system
- Provide a cost-effective, efficient travel option that connects residential and employment areas as well as recreational venues
- Implement service which helps to manage growth in vehicle miles traveled
- Support Virginia Beach economic development activities consistent with the City's Comprehensive Plan and related land use strategies

- Support the tourism industry of Virginia Beach and the Hampton Roads region by providing an alternative to travel on congested roadways
- Support preservation and protection of the environment

## Where Do We Go From Here?

HRT, in partnership with the Federal Transit Administration (FTA), is preparing a Supplemental Draft Environmental Impact Statement (SDEIS) as a follow-up to the environmental impact statement completed in 2000. Information gathered during the 2000 Norfolk to Virginia Beach Final Environmental Impact Statement (FEIS) will be supplemented



to reflect updated information directly related to the City of Virginia Beach, as well as regional conditions.

This SDEIS will address changed conditions in the corridor, update ridership forecasts and develop new capital and operating cost estimates. The SDEIS also will explore the potential social, economic, cultural, and environmental impacts associated with extending fixed guideway transit service into Virginia Beach.

## Alternatives Under Consideration

Based on the previous environmental evaluation completed for the Norfolk to Virginia Beach corridor in the March 2000 Final EIS, HRT is examining fixed guideway alternatives for extensions of The Tide in this SDEIS to address mobility issues in the corridor. The key alternatives under consideration are:

**No-Build Alternative:** The No-Build Alternative includes all roadway and transit facility and service improvements (other than the proposed project alternatives) planned, programmed, and included in the Hampton Roads Transportation Planning Organization Long Range Plan. It includes minor transit service expansions and/or adjustments that reflect a continuation of existing service policies as identified by HRT. The No-Build Alternative serves as the National Environmental Policy Act (NEPA) baseline against which the potentially significant environmental benefits and impacts of other proposed alternatives, including the proposed project, will be measured.

**Transportation Systems Management (TSM) Alternative:** The TSM Alternative, also known as the Enhanced Bus Alternative, is designed to provide low cost, operationally-oriented improvements to address the project's purpose and need as much as possible without a major

Figure 1: SDEIS Process Overview



transit investment. It includes modifications to the existing MAX express service, and would augment existing HRT services. Local HRT bus service would be restructured to provide access to a new limited stop service. The revised and updated express routes would begin by serving selected stops, then travel on I-264 to selected stops in the corridor including the Virginia Beach Oceanfront, Virginia Beach Town Center, Newtown Station on The Tide LRT, and downtown Norfolk. This would allow the limited stop services to offer more attractive travel times, and would increase options for commuters in the corridor. This alternative will serve as the New Starts Baseline against which the cost-effectiveness of the proposed project will be measured, and includes improvements identified in the No-Build Alternative. New Starts is a federal funding program for major transit capital improvement projects.

**Bus Rapid Transit (BRT) on the Norfolk Southern Alignment:** The BRT alternative would use the inactive Norfolk Southern alignment from the end-of-line of The Tide at Newtown Road and would continue to the Oceanfront area. Bus Rapid Transit operates on an exclusive roadway or busway that has limited access. BRT busways provide a very high level of service and allows for high hourly passenger capacities that can be separated from cross streets. Station stops along the BRT guideway are typically spaced every ½ to 1 mile.



Buses may operate non-stop along the BRT guideway or make selected stops. Buses may also exit the designated busway and operate along street networks to provide local area circulation and distribution. The BRT vehicle is typically larger than a standard city bus. Alternative alignments east of Birdneck Road will be studied to determine the most effective method of bringing the BRT alignment to the Convention Center and the Oceanfront area.

**Light Rail Transit (LRT) on the Norfolk Southern Alignment:** The light rail alternative would extend The Tide LRT along the existing east-west railroad corridor in Virginia Beach. This alternative would provide station stops at various points along the alignment that will be identified and finalized as part of the study.

Preliminary station areas to be studied (for both BRT and LRT) include: Witchduck, Town Center, Rosemont, Lynnhaven, Great Neck, Oceana, Birdneck and the Convention Center/Oceanfront areas.

The BRT and LRT build alternatives will also include the identification of a site for a Vehicle Storage and Maintenance Facility. Consideration will also be given to the location of park-and-ride facilities associated with stations as well as feeder bus service and determination of the need for grade separations where the transit guideway crosses local streets.

Local, state and federal agency representatives will participate in the VBTES process led by the lead agency, HRT. At the conclusion of the process and based on the evaluation criteria established, the alternative that best meets the project's purpose, will be selected as the Locally Preferred Alternative (LPA) and it will be presented to the public during the public hearings and comment period for the SDEIS.

Figure 2: SDEIS Process Overview





## Public Input



Early and continued involvement is the best way to make sure community issues and concerns about the project are heard. HRT is using a variety of techniques to make sure that as many people as possible are involved in the process. Some of the ways that you can reach HRT are:

- Written comment forms
- Online comment forms
- Facebook 
- E-mail correspondence 
- Telephone
- Twitter 

Some of the ways HRT will get information to the public include:

- Newsletters
- E-mail update (monthly) 
- Frequently Asked Questions
- Press releases/news articles
- Project Web page 
- Twitter 
- Community event participation
- Presentations at community and business organizations
- Facebook 
- Virginia Beach Public Access Channel 

For a full listing and details of these public involvement opportunities, please see the public involvement plan at: [www.gohrt.com/VBTES](http://www.gohrt.com/VBTES) or contact Marie Arnt by phone 757.222.6000 ext. 6291 or e-mail: [marnt@hrtransit.org](mailto:marnt@hrtransit.org).

## Upcoming Public Involvement Opportunities



### Public Meeting\*

Date: September 9th

Time: 6 pm - 8 pm

**6:15 Presentation**

Location:

Princess Anne High School  
4400 Virginia Beach Blvd.  
Virginia Beach, VA 23462



### Public Meeting\*

Date: September 10th

Time: 6 pm - 8 pm

**6:15 Presentation**

Location:

Virginia Beach Convention Center  
1000 19th St.  
Virginia Beach, VA 23451



### Station Workshops

Scheduled for Fall of 2009.

\* Individuals requiring language interpretation or have special physical needs are encouraged to contact Marie Arnt at 757.222.6000, ext. 6291 by 11:00 am on Friday, September 4, 2009. Meeting locations are served by HRT Route #20. Both locations are ADA accessible.



## We want your feedback!

Tell us what you think, contact **Marie Arnt** of HRT at:

Email: [marnt@hrtransit.org](mailto:marnt@hrtransit.org)  
Phone: 757.222.6000 ext. 6291  
Web: <http://www.gohrt.com/vbt/es>

Mail:  
3400 Victoria Blvd.  
Hampton, VA 23661

# VBTES

## Virginia Beach Transit Extension Study

# March 2010

Monthly update on the Virginia Beach Transit Extension Study

### HRT has a new CEO!

Philip A. Shucet was installed as HRT's President and CEO on February 1, 2010. One of Virginia's leading transportation administrators, Mr. Shucet is the former commissioner of the Virginia Department of Transportation where he imposed a series of reforms that greatly improved the agency's on-time and on-budget performance.

When Mr. Shucet took over VDOT in 2001, one in every five construction projects was behind schedule and more than half were over budget. By the end of his tenure, Mr. Shucet had won widespread praise for imposing stronger business practices that reversed the department's management deficiencies.

Mr. Shucet replaces Michael Townes who helped forge the modern day HRT and was central to its successful efforts to bring Virginia's first light rail project to Hampton Roads. Townes announced his retirement in January.

Prior to his work with VDOT, Mr. Shucet worked for the West Virginia Department of Highways and the Arizona Department of Transportation. He was appointed by former Governor Mark Warner as VDOT commissioner after a successful career in private industry.

HRT looks forward to the leadership Mr. Shucet will bring to the agency and on the Virginia Beach Transit Extension Study.

### HRT to help fund the VBTES

In December 2009, Hampton Roads Transit received notice of a \$1.2 million federal grant award from the Federal Transit Administration to continue the Virginia Beach Transit Extension Study. On February 9th, HRT's new CEO, Philip Shucet, announced that HRT would fund the required 20% local match in the amount of \$244,800 to draw down the grant. This grant completes HRT's search for money to complete the study.

### Check out the updated VBTES webpage!

Hampton Roads Transit recently made changes to the gohrt.com website, which includes updated information for the VBTES webpage, including the complete information from the Station Area Workshops. To view these new updates, visit [www.gohrt.com](http://www.gohrt.com). Click on the link for the Virginia Beach Transit Extension Study.

### Questions? Comments?

Your comments and questions with regard to the VBTES are welcome. You may submit them through the comment section of the VBTES webpage, by contacting Marie Arnt by e-mail at [marnt@hrtransit.org](mailto:marnt@hrtransit.org), by phone at 757-222-6291 or by letter at 3400 Victoria Blvd. Hampton, VA 23661. We will be sure to get back with you in a timely manner.



# VBTES

## Virginia Beach Transit Extension Study

# May 2010

News update on the Virginia Beach Transit Extension Study

***Hampton Roads Transit's project team is still hard at work on the Virginia Beach Transit Extension Study. As a reminder, the study is looking at the following options that could operate along the inactive Norfolk Southern railroad right of way:***

Bus Rapid Transit (BRT) – seats up to 80 passengers; can operate in mixed traffic or on a separate guideway



Light Rail Transit - electronic powered vehicles; 160 passengers per vehicle; separate guideway or in-street running



The project team is in the process of analyzing the following:

- Station locations: Focusing on supporting the City's Comprehensive Plan and Strategic Growth Areas along the project corridor
- Alignment alternatives east of Birdneck Road that would connect to the Convention Center and the Oceanfront at 19<sup>th</sup> Street and minimize environmental and community impacts and costs



- Location for the transit vehicle storage and maintenance facility for adequate storage for vehicles and additional vehicle maintenance functions
- Potential grade separations (elevated crossings at major intersections)

Watch for the announcement of the next public meeting upcoming in summer 2010!

#### **HRT takes stride toward transparency**

HRT recently took a stride toward transparency when it unveiled its Performance Dashboard, a tool that provides insight into the agency's key performance measures.

With just one click of a mouse, the public can now take a look at where the agency stands in the following areas:

- Operating Budget – The public can compare HRT's current actual and budgeted spending and revenues to the year prior.
- Capital Projects – Now, anyone can track construction progress of the light rail and Southside Bus Maintenance Facility projects.
- Customer Service – Interested parties can view monthly customer service phone statistics.
- On-Time Performance – Taxpayers can get the scoop on the 10 best and 10 worst bus routes for on-time performance.
- Ridership – The public can also compare monthly ridership to the prior year.

For the most current Performance Dashboard, visit [www.gohrt.com](http://www.gohrt.com).

\*\*\*Did you know that the Route 20, which runs from the Oceanfront to Downtown Norfolk, has the highest ridership in Hampton Roads? The monthly weekday ridership for the Route 20 is 96,695. To see which other routes are in the Top 10 check out the new Dashboard!



#### **VB Wave service began May 1, 2010**

The VB Wave, the seasonal shuttle for the Virginia Beach Oceanfront, began limited service on Saturday, May 1, 2010 with route 30 operating from 8 a.m. until 2 a.m. The shuttles will run on a 10-minute frequency. Full-blown VB Wave service will begin on Sunday, May 23, 2010.

In addition, as of May 2, 2010, the MAX Route 960 which connects the Oceanfront to Downtown Norfolk, expanded its service hours during the week. See [www.gohrt.com](http://www.gohrt.com) for more route/schedule details.

#### **Questions? Comments?**

Your comments and questions with regard to the VBTES are welcome. You may submit them through the comment section of the VBTES webpage, by contacting Marie Arnt by e-mail at [marnt@hrtransit.org](mailto:marnt@hrtransit.org), by phone at 757-222-6291 or by letter at 3400 Victoria Blvd. Hampton, VA 23661. We will be sure to get back with you in a timely manner.

## Virginia Beach Transit Extension Study

# June 2010

Monthly e-newsletter on the Virginia Beach Transit Extension Study

## *Public Meeting*

Make plans to attend the next public meeting on the Virginia Beach Transit Extension Study:

Wednesday, June 30, 2010  
 6:00 – 8:00 PM  
 The Westin Virginia Beach Town Center  
 4535 Commerce Street  
 (Presentation will begin at 6:15 PM)

The meeting will provide an overview of the work underway for the VBTES. HRT will provide an update on the status of the VBTES, including the latest information about the following:

- Transit technology (bus rapid transit and light rail transit)
- Alignment alternatives east of the inactive Norfolk Southern railroad right of way
- Vehicle Storage and Maintenance Facility
- Potential grade separations (elevated crossings at major intersections)
- Stations

We look forward to seeing you there!

We recently received this comment from one of our e-newsletter recipients: *What would be particularly useful is the projected timeline for the different phases/scenarios that are considered the “most likely” options?*

Alternatives Analysis/Supplemental Draft Environmental Impact Study Milestone schedule:

February-December 2010	Preliminary Ridership	Conceptual Engineering	Preliminary Capital Costs
April – May 2011	Completion of Draft AA/SDEIS for HRT and City of Va. Beach review		
June – July 2011	Completion of Draft AA/SDEIS based on FTA review and comment		
August – December 2011	Public Hearings	City of VB approval of Locally Preferred Alternative (LPA)	





## Virginia Beach Transit Extension Study

# August 2010

Monthly e-newsletter on the Virginia Beach Transit Extension Study

### **Project Update**

Over 100 people attended the Virginia Beach Transit Extension Study public meeting on June 30<sup>th</sup> to listen, to learn, and to submit their questions and comments about the study. The meeting covered several important topics including the potential station areas, proposed elevated crossings, the site for the Vehicle Storage and Maintenance Facility (VSMF), transit alternatives (No Build, Transit System Management/Enhanced Bus, Bus Rapid Transit or Light Rail Transit) and alternate transit routes east of Birdneck Road.

After the presentation, attendees were encouraged to visit each of the four information stations set up around the room. Attendees gave feedback and submitted about 35 comments or questions. Following the meeting, the presentation, all comments received, and responses to the questions received have been posted to the VBTES webpage ([www.gohrt.com](http://www.gohrt.com)) for viewing.



### **What's Next?**

During the summer/fall of 2010, HRT will begin to identify the following:

- ⇒ Specific station site locations to include conceptual engineering issues and site plans.
- ⇒ Conceptual engineering for alternatives east of Birdneck Road
- ⇒ VSMF-continue conceptual engineering and operational analysis, examine bus fleet maintenance and property requirements.

### **Questions? Comments?**

Your comments and questions with regard to the VBTES are welcome. You may submit them through the comment section of the VBTES webpage at [www.gohrt.com](http://www.gohrt.com) or by contacting Marie Arnt by e-mail at [marnt@hrtransit.org](mailto:marnt@hrtransit.org), by phone at 757-222-6000 ext 6291 or by letter at 3400 Victoria Blvd., Hampton, VA 23661. We will be sure to get back with you in a timely manner.





## Virginia Beach Transit Extension Study

# September 2010

Monthly e-newsletter on the Virginia Beach Transit Extension Study

### ***Has your neighborhood or business organization heard about the Virginia Beach Transit Extension Study?***

As the Virginia Beach Transit Extension Study moves forward, it is important that residents learn about the transit alternatives under evaluation and give their feedback. Public involvement is important in all aspects of the study, including environmental and technical analysis, station access, and traffic circulation. Since May 2009, Hampton Roads Transit has held several public meetings and posted important information online at [gohrt.com](http://gohrt.com). HRT also makes presentations to neighborhood and business organizations throughout the city.



As part of HRT's ongoing public involvement, the public outreach team is available to attend community, neighborhood, civic and business organizations to conduct presentations for the Virginia Beach Transit Extension Study. Has your organization heard about the Virginia Beach Transit Extension Study? If you would like to have Hampton Roads Transit make a presentation to your group please contact Marie Arnt, Public Outreach Coordinator at 222-6000 ext. 6291 or at [marnt@hrtransit.org](mailto:marnt@hrtransit.org).

### ***Questions? Comments?***

Your comments and questions with regard to the VBTES are welcome. You may submit them through the comment section of the VBTES webpage at [www.gohrt.com](http://www.gohrt.com). We will be sure to get back with you in a timely manner.

## Appendix G

### Press Release, Media & Articles

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#### NEWS RELEASE



3400 Victoria Blvd. Hampton,  
VA 23661  
Ph: (757) 222-6000 Fx: (757) 222-6195

FOR IMMEDIATE RELEASE  
November 30, 2009

Contact: Tom Holden, Public Affairs Manager  
Office: 757-222-6183; Cell: 757-676-2616

### Transit Station Workshops Coming

**Norfolk, Va.** – The public is invited to attend two workshops that will explore how building passenger stations would affect local neighborhoods if there is an expansion of transit services in Virginia Beach.

The first meeting will take place on Wednesday, December 2, at The Westin Inn Virginia Beach, 4535 Commerce Street, Town Center. The second will take place Wednesday, December 9, at the Virginia Beach Convention Center, 1000 19<sup>th</sup> Street, Virginia Beach. Both meetings will run from 6-8 p.m.

The workshops are part of the Virginia Beach Transit Extension Study which is examining transit alternatives for the Resort City along Norfolk Southern Corporation's inactive right of way. Among the alternatives is an extension of The Tide from Newtown Road to the Virginia Beach Oceanfront either as light rail or bus rapid transit.

The workshops will provide the public an opportunity to learn more about how the establishment of transit stations would affect surrounding communities. The meetings will involve small groups working in interactive settings designed to inform the extension study planning team.

The workshops also will include a presentation on the progress that has been made since the last public information meetings in September. There also will be an overview of potential transit technologies within the project corridor and examples from other transit systems.

For more information about the study and HRT services, please visit [www.gohrt.com](http://www.gohrt.com).

###





# beachcombing

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## LIGHT RAIL GETS PREPARED FOR HEAVY DEBATE

Two bits of light rail news.

First, for the calendar. Hampton Roads Transit will hold two public input meetings in September on a possible light rail project.

The Sept. 9 meeting will take place at Princess Anne High School from 6-8 p.m. The second is Sept. 10 at the Virginia Beach Convention Center from 6-8 p.m.

HRT has hired a company to do a \$1.5 million study on the feasibility of a light rail track project on the old Norfolk Southern rail line between Newtown Road and Birdneck Road. It's 10.6 miles long, roughly paralleling Interstate 264 and Virginia Beach Boulevard.

As part of its public outreach, HRT is also putting together a citizen committee to advise regional and city leaders on light rail. The committee is scheduled to be in place by the end of

the summer.

Officials are still working out how members will be chosen and what they will do.

"We're developing the purpose and what will be requested, sort of a job description," said Delceno Miles, a public relations consultant hired to form the committee.

There will be 25-30 members, Miles said. It will be an advisory body with no decision-making power.

The group will include people who "represent civic leagues, neighborhood associations and businesses located within ¼ mile of the core study area," Hampton Roads Transit officials said.

The public will also be able to comment on the project through a Facebook page, the project Web site – [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes) – or by letter

Light rail is at least six years away, if it moves forward at all, but the study is the first step. It's expected to answer questions about the route, cost, number of expected users, location of park-and-ride lots, possible road closures, environmental

impacts and noise.

The Beach segment is the first phase of the federally funded study – the total cost is \$5.7 million – that will also look at extending the rail line to Norfolk Naval Station. HRT hired Omaha, Neb.-based architecture and engineering firm HDR to do the study. It's scheduled to be complete next year.

The Beach City Council is in final negotiations to buy the Norfolk Southern corridor for \$40 million, which includes \$10 million in city money. Most council members have said they're waiting to see the results of the study before taking a position on light rail. The body's last official action was its vote against the project after the 1999 referendum failed 56-44 percent.

### WANT MORE INFORMATION ABOUT VIRGINIA BEACH?

The city's former newspaper ad "City Page" is online and now available as an e-mail newsletter twice a month for people who sign up for delivery.

To sign up, go to [VB.gov](http://VB.gov), and under "Hot Topics" click on "City Page e-newsletter."



— SUNDAY, 09.27.09 | BEACON | THE VIRGINIAN-PILOT —

## EXPERTS GIVE TIPS TO BOOST GREEN RATING

A team of architects and planners came to town last week to explain how Virginia Beach can be more “sustainable,” the current buzzword for all things green and environmentally conscious.

If you believe in rankings, the city could use some help. The Web site Sustain Lane lists the Beach as 45th out of the country’s 50 biggest cities for sustainability (The city falls between Indianapolis and Memphis).

The experts had lots of suggestions, many of which made city officials smile. Here are a few:

- Pursue light rail.
- Create bus rapid transit lines.
- Hold fast to the Green Line, which discourages development in the rural southern part of the city.
- Set up more farmers’ markets, including at light-rail stops.
- Court wind-farm businesses.
- Make mixed-use zoning widespread in business areas.
- Transform roads so they

better accommodate bikers and walkers, which reduces car traffic.

Wayne Feiden, director of planning for Northampton, Mass., and leader of the out-of-town team, noted that big Beach roads can be counter-productive to easing traffic.

As an example, he pointed out that people living in neighborhoods within walking distance of Town Center can’t realistically walk there because roadways, such as Virginia Beach Boulevard, block the way. Therefore, they drive instead.

“The transportation system that’s supposed to be serving us is creating a blockade,” he said.





# beachcombing

AARON APPLGATE + DEIRDRE FERNANDES

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## RESIDENTS CAN WEIGH IN ON FUNDING CITY PROJECTS AT SUMMIT

Remember the idea pitched by Mayor Will Sessoms and some council members earlier this month to consider a tax rate hike to pay for seven city projects costing \$95 million?

It will be the subject of a public meeting on Oct. 5 from 6 to 8:30 p.m. at the Virginia Beach Convention Center. City officials are calling the event a "community summit." Here's your chance to weigh in.

The next morning, the City Council will hold a meeting at 8:30 at the convention center to talk about what they heard from residents.

As a refresher, here's a list of the seven projects:

- The Williams Farm Recreation Center in the Bayside district (\$30 million)
- Lynnhaven Parkway extension (\$22 million)
- Open space purchases (\$15 million)
- A new animal shelter (\$12 million)
- Two new fire stations (\$6 million)
- Burton Station improvements (\$5 million)
- New research and development fund (\$5 million)

### LIGHT RAIL ADVISORY

The city and Hampton Roads Transit have formed a 24-member light rail

community advisory committee. The group will offer advice about possibly extending Norfolk's light rail line across Virginia Beach to the Oceanfront.

Here are the members:

- Barbara Armitage, president of Carolanne Farm Civic League
- John Aspinwall, owner of Jackrabbit Self Storage
- Kirk Baldwin, vice president of operations, Hoffman Beverage Company
- Charles Barker, president of Charles Barker Lexus
- Pastor Lamont Brown, Mount Olive Baptist Church
- Jim Brunt, property owner of Harbour @ Lynnhaven Station
- Ron Burniske, CEO of Chartway Federal Credit Union
- B.G. Campbell, president of Community Group
- Barbara Clark, president of 16th and Arctic Community Association
- William Dudley, president of Point-O-View Civic League
- William Eger Sr., president of Shadowlawn Civic League
- Lee Fentress, owner of London Bridge Garden and Nursery
- Ed Guidos, president of Columbus Station Condominium Association
- Deborah Jennette, president of Salt Marsh Point Civic League
- Martha Kline, RK Chevrolet
- Susan Merling, president of Thalia Wayside Homeowner's Association
- Lonnie Minson, vice president of Asphalt Roads and Materials Co.
- Rosa Lee Norman, president of Seatack Civic League
- Sam Reid, president of Oceana Gardens Civic League

Linda Shackleford, property manager of Oceana Self Storage

Pearl Smith, executive director of Central Business District Association

Ellen Sneed, president of Pinewood Gardens/Eureka Park Civic League

Jeff Stewart, president of Lake Holly North Civic League

Carl Swanson, president of Thalia Civic League

### HRT PUBLIC MEETINGS

Speaking of light rail, HRT will hold two public meetings about an ongoing light-rail study.

The first meeting is Sept. 9 at 6-8 p.m. at Princess Anne High School. The second is Sept. 10 at 6-8 p.m. at the Virginia Beach Convention Center.

For those who can't attend, comments can be submitted at [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes) or by calling Mary Arnt, HRT public outreach coordinator at (757) 222-6000 ext. 6291.

### CHECK IT OUT

According to the Web site Bizarre American Holidays, September is Self-Improvement Month, Be Kind to Editors and Writers Month (seriously?), International Square Dance Month, National Piano Month and others too numerous to list.

It is also "Library Card Sign-Up Month," and since we think reading is a good thing, we'll pass along this message from the Virginia Beach Public Library, which, according to a press release, "encourages parents to gear up for the new school year by getting library cards for themselves and their children." They're free.

SUNDAY, OCTOBER 5, 2014 | BEACHCOMBING | THE VIRGINIAN-PILOT



## PUBLIC MEETING

Hampton Roads Transit will be hosting the next public meeting on the Virginia Beach Transit Extension Study (VBTES) on Wednesday, June 30, 2010 from 6:00 – 8:00 PM. Presentation will begin at 6:15 PM. The meeting will be held at The Westin Inn Virginia Beach Town Center, 4535 Commerce Street, Virginia Beach, VA 23462.

The meeting will provide an overview of the work underway for the Virginia Beach Transit Extension Study (VBTES). HRT will provide an update on the status of the VBTES, including the latest information about the following:

- ♦ Transit Technology (Bus Rapid Transit and Light Rail Transit)
- ♦ Alignment Alternatives east of the inactive Norfolk Southern railroad right of way
- ♦ Vehicle Storage and Maintenance Facility
- ♦ Potential Grade Separations (elevated crossings at major intersections)
- ♦ Stations

If you cannot attend, but want to remain updated on the project or submit a comment, please fill out the comment form at [www.gohrt.com](http://www.gohrt.com) and click on the VBTES link. Please contact Marie Arnt, Public Outreach Coordinator for questions at 222-6000 ext. 6291 or at [marnt@hrtransit.org](mailto:marnt@hrtransit.org).



NEWS RELEASE

**gohrt.com**



3400 Victoria Blvd. Hampton, VA 23661  
Ph: (757) 222-6000 Fx: (757) 222-6195

FOR IMMEDIATE RELEASE  
June 30, 2010

Contact: Tom Holden, Public Affairs Manager  
Office: 757-222-6183; Cell: 757-676-2616

*Media Advisory*

**Public meeting on Virginia Beach Transit Study**

**Norfolk, VA** – A public meeting on the current status of the Virginia Beach Transit Extension Study will take place tonight at the Westin Virginia Beach Town Center from 6-8 p.m.

The study is part of the on-going effort to understand the best transit use of an inactive Norfolk Southern railroad right of way that runs parallel to Interstate 264 in Virginia Beach. Under study are options for extending The Tide, Norfolk's light rail system, or using the right of way for bus rapid transit.

A presentation will begin promptly at 6:15 p.m. and will be followed by opportunities for participants to learn more at tables set up in the conference room. The meeting is informational only.

In addition to discussions on which transit technology is most appropriate, meeting participants also will hear about possible station locations, a preferred site for a transit vehicle storage and maintenance facility, and potential grade separations, including elevated crossings over heavily traveled local roads.

For more information on the study, visit [www.gohrt.com](http://www.gohrt.com)

###

**The following articles have been saved in the VBTES Administrative Record:**

Please see [Following the tracks on Page B10 of Sunday, March 06, 2011](#)

Please see [HRT is involved in 2 federal inquiries on Page A1 of Wednesday, February 16, 2011 issue of The Virginian-Pilot](#)

Please see [FEDERAL TRANSIT AGENCY REVIEWING HRT'S FINANCIAL MANAGEMENT OF LIGHT RAIL on Page B5 of Monday, February 14, 2011](#)

Please see [Reworked proposal to shuffle HRT board gets House's approval on Page B3 of Thursday, February 10, 2011](#)

Please see [HRT safety ads are jarring, downtown advocates say on Page B8 of Thursday, February 03, 2011 issue of The Virginian-Pilot](#)

Please see [WHO WILL MOVE IN NOW? on Page B3 of Saturday, January 29, 2011](#)

Please see [HRT CHIEF STAYS ON FOR RIDE on Page B1 of Friday, January 28, 2011](#)

Please see [HRT ready to cut ties with legal firm on Page B1 of Thursday, January 27, 2011](#)

Please see [your views on Page B6 of Thursday, January 27, 2011 issue of The Virginian-Pilot](#)

Please see [Delegate calls for shakeup of HRT board on Page B1 of Tuesday, January 25, 2011 issue of The Virginian-Pilot](#)

Please see [PATRIOTS CROSSING MEANS MORE JOBS on Page B6 of Monday, January 24, 2011 issue of The Virginian-Pilot](#)

Please see [your views on Page B6 of Friday, January 21, 2011](#)

Please see [WOEFUL JOURNEY OF LIGHT RAIL on Page B6 of Wednesday, January 19, 2011](#)

Please see [from PilotOnline.com on Page B6 of Sunday, January 09, 2011](#)

Please see [HRT'S SHUCET DID THE RIGHT THING IN PUTTING SAFETY FIRST on Page B1 of Sunday, January 09, 2011](#)

Please see [RUNNING LATE on Page A1 of Friday, January 07, 2011 issue of The Virginian-Pilot](#)

Please see [Light rail takes turn through downtown on Page A1 of Thursday, January 06, 2011 issue of The Virginian-Pilot](#)

Please see [HRT OFFICIAL WHO HELPED SPEARHEAD NORFOLK'S LIGHT-RAIL PROJECT TO RETIRE on Page B3 of Wednesday, January 05, 2011](#)



Please see [your views on Page B6 of Friday, October 15, 2010](#)

Please see [your views on Page B6 of Wednesday, October 13, 2010 issue of The Virginian-Pilot](#)

Please see [your views on Page B8 of Tuesday, October 12, 2010 issue of The Virginian-Pilot](#)

Please see [ECONOMIST: LIGHT-RAIL COST ISN'T JUSTIFIED on Page A8 of Thursday, October 07, 2010 issue of The Virginian-Pilot](#)

Please see [LONG, STEEP HILL FOR LIGHT RAIL on Page B8 of Sunday, September 26, 2010](#)

Please see [CITY PRESSES ON WITH EFFORT FOR TALLER BUILDINGS on Page TXBE3 of Sunday, September 26, 2010 issue of The Virginian-Pilot](#)

Please see [GETTING ON TRACK on Page B1 of Friday, September 24, 2010](#)

Please see [ANOTHER BILL FOR LIGHT RAIL, AND NORFOLK IS SURPRISED? on Page B1 of Tuesday, September 21, 2010 issue of The Virginian-Pilot](#)

Please see [HRT TO ASK POTENTIAL RIDERS FOR THEIR THOUGHTS ON TIDE on Page B8 of Monday, September 20, 2010](#)

Please see [GRUSS Thanks for asking, but it's your decision on Page E6 of Monday, September 20, 2010 issue of The Virginian-Pilot](#)

Please see [LIGHT-RAIL DEFICIT PINCHES NORFOLK on Page A1 of Sunday, September 19, 2010](#)

Please see [Beach will buy tracks that could be light rail on Page B1 of Wednesday, September 15, 2010](#)

Please see [FINALLY, BEACH IS READY TO BUY on Page B8 of Sunday, September 12, 2010](#)

Please see [ALL ABOUT LIGHT RAIL AND 'POLITICAL COVER' on Page TXBE3 of Sunday, September 12, 2010 \(Beacon\)](#)

Please see [your views on Page B6 of Monday, September 06, 2010 issue of Virginian Pilot](#)

Please see [Light rail could make us lighter, study says on Page A1 of Monday, September 06, 2010 issue of Virginian Pilot](#)



Please see [The \\$63,000 conversation: Lobbying or search for consensus? on Page B1 of Monday, March 22, 2010](#)

Please see [Light rail, high-speed rail deserve support on Page B11 of Sunday, March 14, 2010](#)

Please see [Your views on Page B6 of Friday, February 26, 2010](#)

Please see [LIGHT-RAIL PROJECT OVERAGES LEAVE SOME FEDERAL MONEY WAITING AT THE STATION on Page B1 of Friday, February 26, 2010](#)

Please see [CHESAPEAKE DELAYS ACTION ON LIGHT-RAIL STUDY on Page B3 of Wednesday, February 24, 2010](#)

Please see [BEACH COUNCIL POISED TO HELP PAY FOR LIGHT-RAIL STUDY on Page B1 of Monday, February 22, 2010](#)

Please see [LIGHT-RAIL BUDGET IS WAY OFF TRACK on Page B1 of Thursday, February 18, 2010](#)

Please see [OUTSIDE INVESTIGATION NEEDED FOR HRT on Page B8 of Wednesday, February 17, 2010](#)

Please see [BEACH SHOULDN'T HALT TRANSIT STUDY on Page B8 of Monday, February 15, 2010](#)

Please see [HRT CHIEF SEEKS INVESTIGATION on Page A1 of Sunday, February 14, 2010](#)

Please see [Council voices mixed support for city chipping in study costs on Page B3 of Wednesday, February 10, 2010](#)

Please see ['SOFT COSTS' ARE WAY OUT OF LINE, CEO SAYS on Page B1 of Wednesday, February 10, 2010](#)

Please see [Beach cash wanted to finish HRT study on Page B1 of Tuesday, February 09, 2010](#)

Please see [Deal to buy right of way for possible light rail slows on Page B3 of Wednesday, December 30, 2009](#)

Please see [LIGHT RAIL LOSES STEAM IN BEACH AMID LATEST PROJECTIONS on Page B1 of Sunday, December 27, 2009 issue of Virginian Pilot](#)

Please see [Beach eyes revival near Tide station on Page B1 of Monday, December 28, 2009](#)

Please see [LIGHT RAIL ALTERNATIVES on Page B6 of Monday, December 14, 2009](#)

Please see [Roads: A silver lining on Page B1 of Monday, December 14, 2009](#)

Please see [RAIL REFERENDUM WOULD BE TOO SOON on Page B8 of Saturday, October 10, 2009 issue of Virginian Pilot](#)

Please see [Beach residents have ample opportunity to comment on light rail on Page B11 of Sunday, October 11, 2009 issue of Virginian Pilot](#)

Please see [NEIGHBORS AND TAXPAYERS NEED ROLE IN LIGHT RAIL STUDY on Page B11 of Sunday, October 04, 2009 issue of Virginian Pilot](#)

Please see [Beach close to vote on buying Circuit City site along rail line on Page B1 of July 18, 2009](#)

Please see [DON'T HOLD REFERENDUM FOR A LIGHT-RAIL DECISION on Page B3 of July 18, 2009](#)

## Appendix H

### Stakeholder Interviews

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#### Stakeholder Interviews Report

##### Executive Summary

As part of our robust effort to provide a broad and inclusive public involvement process, stakeholder interviews and at times group interviews were conducted July – August 2009. Twenty-eight (28) individuals or groups were interviewed and 5 stakeholders responded in writing to our interview questionnaire in lieu of a face-to-face meeting due to scheduling challenges. Stakeholders were selected by either their proximity to the study corridor or leadership position in special interest organizations.

A strong cross-section of stakeholders was interviewed representing such interests as environment, education, business, economic development, bike and trails and tourism. Topics ran the gamut as well including, right-of-way, project schedule, costs, appearance of the light rail, displacement concerns, grade separation, referendum and others. Summaries of each interview follow this section as well as the list of questions addressed.

The stakeholders interviewed were:

1. Dan Edwards, Virginia Beach School Board & Tidewater Striders
2. Gerald Divaris, Divaris Real Estate
3. John Malbon, PAPCO
4. Ira Agricola, Hampton Roads Chamber of Commerce
5. Ken Taylor, Resort Advisory Council
6. Karen Forget, Lynnhaven River Now
7. Georgia Allen & Carl Wright, Virginia Beach NAACP
8. Don Jellig, Economic Development Authority
9. Tony Arnold & David Pace, Virginia Beach City Public Schools
10. Sam Reid, Virginia Beach Council of Civic Organizations
11. Whitt Sessoms & Eddie Chaplain, Property Owners
12. Ned Williams, William E. Wood Realtors
13. Light Rail Task Force Members
14. Susie Whitehurst and others, Seatack Community
15. Stephanie Scott, Pocahontas Village
16. Captain Mark Rich, NAS Oceana
17. Andrew Fine, The Runnymede Corporation
18. James Spore, City of Virginia Beach
19. Ramsay Smith, Pembroke Enterprises
20. Steve Lurus, Open Space Advisory Council
21. John Moss, Virginia Beach Taxpayers Alliance
22. Virginia Beach Roundtable members



23. Resort Advisory Council Transportation Committee members
24. Board of Directors, Virginia Beach Restaurant Association
25. Glen Huff, Central Business District Association
26. Tony Nero, Armada Hoffler
27. Christopher Felton, Bike & Trails Advisory Committee
28. Stephen Davis, Virginia Beach Vision

Written Responses

1. Dana Dickens, Hampton Roads Partnership
2. Henry Ryto, Resort Advisory Council Transportation Committee
3. Chuck Cayton, Resort Advisory Council Transportation Committee
4. Flo McDaniel, Virginia Beach Restaurant Association
5. George Tzavaras, Resort Advisory Council Transportation Committee

## Appendix I

### June 2010 Public Meetings

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**Topics Discussed:**

See Attached Agenda

**Action/Notes:**

1. Councilman John Uhrin gave welcome remarks. David Vozzolo (HDR) and Eric Nelson (HDR) gave a presentation on the status of the project and the definition of the project alternatives.
2. Following the presentation, the audience was encouraged to ask questions directly of HDR, HRT and city staff stationed by maps and other static displays including:
  - East of Birdneck Alternatives
  - Grade Separations
  - Maintenance Facility
  - General Study Area/Strategic Growth Areas/Transportation Technology
3. Written comments and concerns were collected from the audience and will be posted on the HRT web site and included in the official record of the project.
4. It was noted that the presentation and static displays will be posted on the HRT web site.
5. Issues/Concerns by group station include:

**Strategic Growth Areas/Transportation Technology**

- How will these alternatives include bicycle storage, transportation and access?
- Will the Va. Beach extension hook up directly to Norfolk's Tide? Will you have to change cars? More fare?
- Will there be commuter ticket books? Discounted fares for senior citizens?
- What is the cost per mile compared to equivalent projects in other similar sized cities?
- Percentage operating cost that comes from fare box receipts, long-term payoff project
- Public feels it is train to nowhere – what are plans to connect to Naval Station and future high speed rail?
- Congestion is a concern at station locations
- What happens to station in an SGA before SGA is developed?
- Should examine alternative fuels for transit vehicles
- Congestion management – look at adding capacity to Va. Beach Blvd. as a EIS alternative
- Tourism income less than 2% of real estate tax for past 15 years
- Can add stations later if needed
- Would bus route 20 remain in service when BRT/LRT is built?
- Virginia Power easement from Witchduck SE parallel to Independence and Rosemont – long range plans to serve Va. Beach Civic Center

### **Vehicle Maintenance and Storage Facility**

- Site looks like good land use. Any wetland/soil issues?
- Park & Ride in this area?
- Noise/vibration within area
- Traffic at Oceana? Elevated track in this area
- How large is the parcel?
- Will buses be here?
- Has Historical Society been contacted?
- Look at tree area in site (left side)

### **East of Birdneck Alternatives**

- Love it/Looking forward to it
- Will there be just one system and what other forms of transit?
- Conflict with Birdneck traffic
- Noise could startle drivers at crossings
- Consider elevated crossing at Birdneck
- Vehicles need to be able to accommodate tourists with luggage
- Need to be able for tourists to get to Atlantic Avenue with their luggage
- If the above two conditions are not accomplished then this cannot be seen as helpful to tourists and ridership estimates should not include tourist riders.

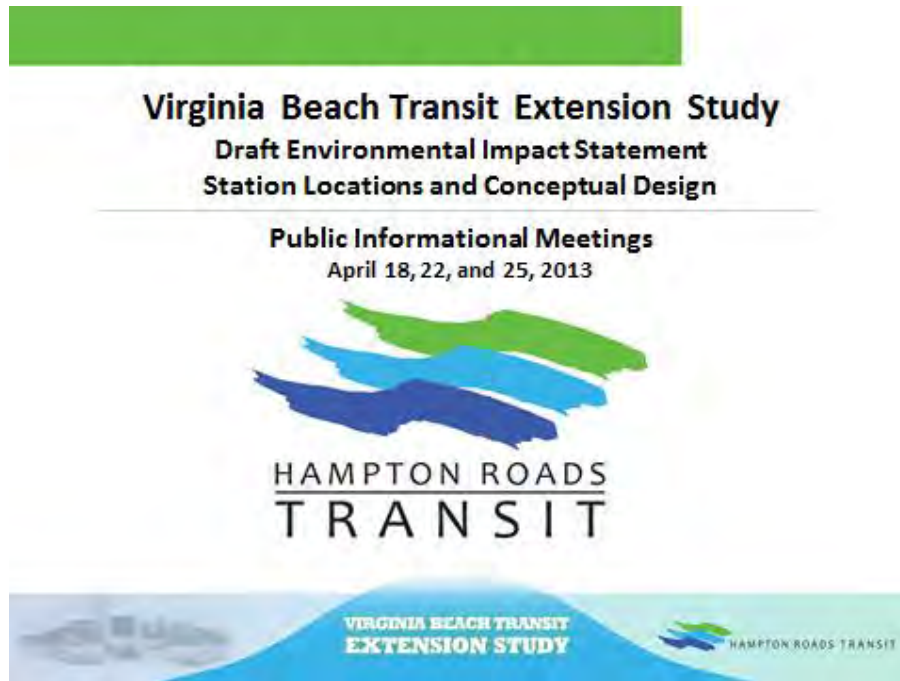


## Appendix J

### February 2013 Public Meetings

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#### Presentation



#### Virginia Beach Transit Extension Study

##### Today's Presentation

- VBTES Overview
- Hilltop Area Alignment Alternatives
  - Physical Alignments and Design Options
  - Preliminary Cost and Ridership Comparisons
- VBTES DEIS Schedule and Next Steps
- VBTES Public Meetings / Comment
- Open House



2

## Virginia Beach Transit Extension Study

# Virginia Beach Transit Extension Study (VBTES): Overview



3

## Virginia Beach Transit Extension Study

### Virginia Beach Transit Extension Study

The Virginia Beach Transit Extension Study (VBTES) is examining the best transit options for a former freight rail property that runs from Newtown Road to Birdneck Road in Virginia Beach. The study area extends from Newtown Road to the Oceanfront area on 19<sup>th</sup> Street.



## Virginia Beach Transit Extension Study

### Federally-Mandated Study Requirement

The National Environmental Policy Act requires study of major federal actions in a Draft and a Final Environmental Impact Statement (DEIS and FEIS) and a Record of Decision (ROD) prior to making a commitment of resources.



## Virginia Beach Transit Extension Study

### DEIS Study Alternatives

- **Transit Technology Alternatives**
  - No Build - existing/planned fixed route service
  - Enhanced Bus Service - fixed route
  - Bus Rapid Transit (BRT) Service - fixed-guideway
  - Light Rail Transit (LRT) Service - fixed-guideway





## Virginia Beach Transit Extension Study

### DEIS Study Alternatives

- **Fixed-Guideway Alignment Alternatives**

- Newtown Road to Town Center Area
- Newtown Road to Rosemont Area
- Newtown Road to Lynnhaven Area
- Newtown Road to the Oceanfront along the railroad corridor
- Newtown Road to the Oceanfront along Laskin / First Colonial Roads
- Newtown Road to the Oceanfront along Laskin / Birdneck Roads



## Virginia Beach Transit Extension Study

### Addition of Hilltop Area Alignment Alternatives

- City requested addition of Hilltop Strategic Growth Area Alternatives in 2012
- HRT request FTA approval for review and addition of Hilltop Area Alignments to the DEIS study process
- FTA approval received October 2012



## Virginia Beach Transit Extension Study

### Study of the Hilltop Area Alignment Alternatives

- First Step is to evaluate if a fixed guideway alignment through Hilltop is “reasonable and feasible”
  - Examining the physical feasibility of putting fixed guideway transit along Laskin Road/Birdneck Road/First Colonial Road
  - Determining the ridership potential, cost, and major impacts of a Hilltop alignment.



## Virginia Beach Transit Extension Study

### Hilltop Area: Physical Alignments and Design Options



## Virginia Beach Transit Extension Study

### NSRR to Oceanfront – Development Limitations



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## Virginia Beach Transit Extension Study

### Laskin Road to Birdneck Alignment



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## Virginia Beach Transit Extension Study

### Hilltop Alternative Alignments Under Consideration

- Three options to get to Laskin Road from the former Norfolk Southern Railroad property near Lynnhaven Parkway
  - Parker Lane at-grade,
  - Parker Lane bridge, or
  - London Bridge Road at-grade



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## Virginia Beach Transit Extension Study

### Hilltop Area Alignment Alternatives

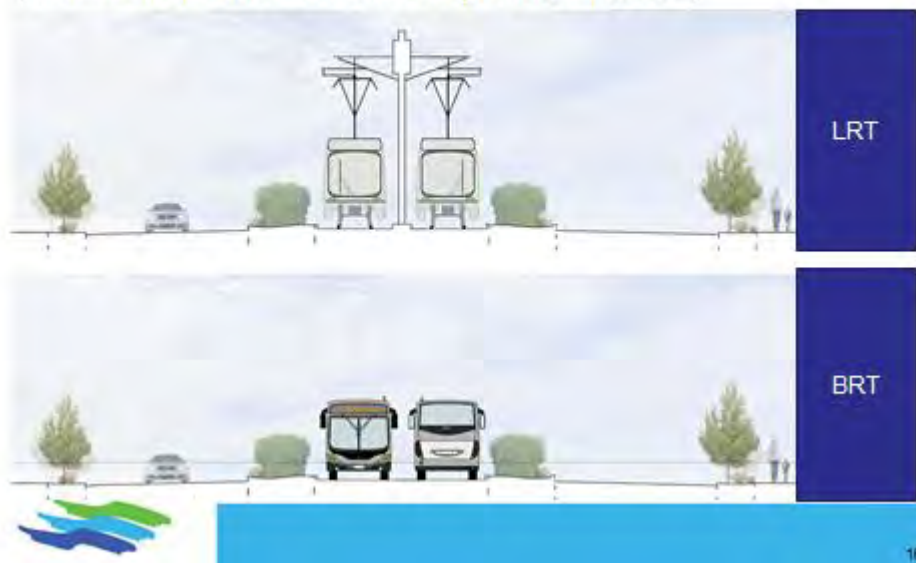
- Design Option Criteria for Laskin Road
  - Would require complete reconstruction of Laskin Road including the removal of the feeder road system.
  - Fit within the existing Laskin Road 160 ft right-of-way
  - Compatible with the Hilltop SGAMaster Plan
  - Include areas for multi-use path and enhanced landscaping
- Proposed Laskin Road Design Options Under Review
  - Center/Median Running
  - Side Running – North side of Laskin
  - Side Running – South side of Laskin
  - Side Running – Split on North and South sides of Laskin



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## Virginia Beach Transit Extension Study

### Laskin Road: Median Running Design Option



## Virginia Beach Transit Extension Study

### Laskin Road: Side Running Design Option



## Virginia Beach Transit Extension Study

### Hilltop Area: Preliminary Cost and Ridership Comparisons



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## Virginia Beach Transit Extension Study

### Birdneck vs. NSRR – Cost and Ridership

- Ranges are expressed as change from the NSRR alignment option
  - Capital cost ranges include the cost for necessary Laskin Road improvements for these alignments
  - HRT will separate out the costs of the VDOT Laskin Road Projects from fixed-guideway transit costs if this alternative progresses into the DEIS



	Capital Cost Range	Ridership Potential
Light Rail Transit (LRT)	+25% to 45%	~ +20%
Bus Rapid Transit (BRT)	+5% to 25%	~ +10%



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## Virginia Beach Transit Extension Study

### First Colonial vs. NSRR – Cost and Ridership

- Ranges are expressed as change from the NSRR alignment option
  - Capital cost ranges include the cost for necessary Laskin Road improvements for these alignments
  - HRT will separate out the costs of the VDOT Laskin Road Projects from fixed-guideway transit costs if this alternative progresses into the DEIS



	Capital Cost Range	Ridership Potential
Light Rail Transit (LRT)	+20% to 40%	~ +20%
Bus Rapid Transit (BRT)	+0% to 20%	~ +10%



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## Virginia Beach Transit Extension Study

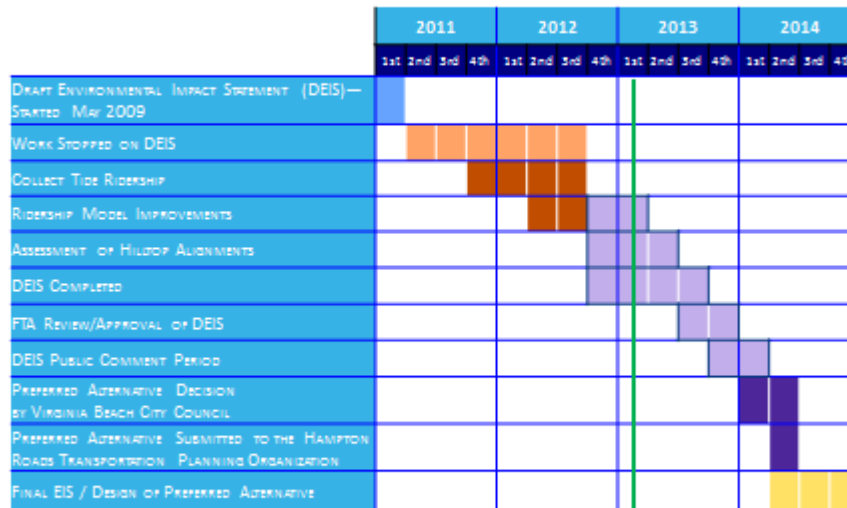
### VBTES:

### DEIS Schedule and Next Steps



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## Virginia Beach Transit Extension Study



## Virginia Beach Transit Extension Study

### Project Steps – 2015 +

- Complete FEIS
- Complete Record of Decision (ROD)

### With Selection of Fixed Guideway Alignment and Mode

- Final Design and FTA Ranking/Rating
- Negotiate Full Funding Grant Agreement (FFGA)
- Start Construction
- Start System Operation



## Virginia Beach Transit Extension Study

### VBTES: Public Meetings / Comment



## Virginia Beach Transit Extension Study

### Hilltop Area Alignment Alternatives Public Meetings

Linkhorn Park Elementary School, Virginia Beach  
February 25, 2013  
6:00 – 8:00 p.m.

Eastern Shore Chapel Episcopal Church, Virginia Beach  
February 28, 2013  
6:00 – 8:00 p.m.





## Virginia Beach Transit Extension Study

### VBTES DEIS Public Meetings

1. VBTES Station/Stop Locations (Late April 2013)
  - Station area plans
  - Preliminary architecture
2. Screening of Final Project Alternatives (September 2013)
  - Differences between LRT and BRT
  - Additional definition/updates to project costs
  - Refined ridership ranges
3. Tentative: Results of Environmental Analysis (November 2013)
4. Formal DEIS Public Comment Period and Formal DEIS Public Hearings (Late 2013 / Early 2014)



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## Virginia Beach Transit Extension Study

### Public Comment

- Comments are welcome at anytime during the VBTES process.
- You are encouraged to participate throughout the entire study process.
- Formal Comments on the DEIS will be accepted at the release of the document at the end of 2013 and the beginning of 2014 during the Formal DEIS Public Comment Period and at the Formal DEIS Public Hearings.
- HRT will address all "substantive" written comments.



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## Virginia Beach Transit Extension Study

### Public Comment

Visit the VBTES Website or leave a message on the VBTES project hotline

- Website: [www.gohrt.com/about/development/vbtes](http://www.gohrt.com/about/development/vbtes)
- Study Hotline: 757-222-6098

Share your comments directly with HRT and the City of Virginia Beach

#### **HAMPTON ROADS TRANSIT**

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Department of Planning and Development  
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757-222-6000 ext. 6699  
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#### **CITY OF VIRGINIA BEACH**

**Mark Schnauffer**

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Strategic Growth Area Office  
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Virginia Beach, VA 23462  
757-385-2907  
[mschnauf@vb.gov](mailto:mschnauf@vb.gov)

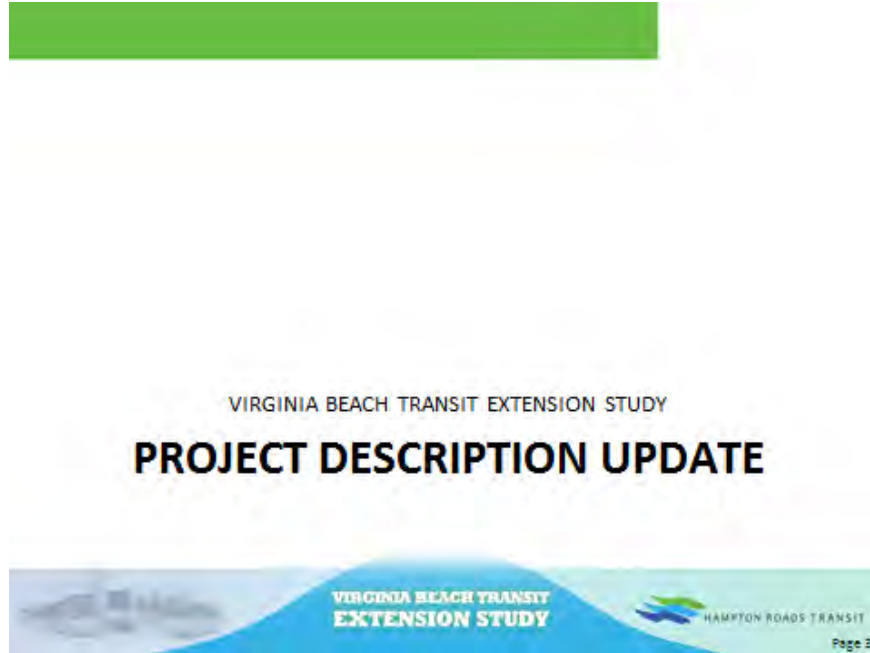


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## Appendix K

## April 2013 Public Meetings

### Presentation



### VBTES Project Description Update

#### Virginia Beach Transit Extension Study

The Virginia Beach Transit Extension Study (VBTES) is examining the best transit options for a former freight rail right of way that runs from Newtown Road to Birdneck Road in Virginia Beach. The study area extends from Newtown Road to the Oceanfront area on 19<sup>th</sup> Street.

- Three Fixed Guideway Alignment Alternatives from Newtown Road
  - To the Rosemont Area
  - To the Oceanfront along the NSRR corridor (with Maintenance Facility)
  - To the Oceanfront through the Hilltop Area (with Maintenance Facility)





## VBTES Project Description Update

### Results of Hilltop Area Assessment

- Eliminated as not Reasonable or Feasible
  - First Colonial Fixed Guideway Alignment and Station Eliminated
  - London Bridge Fixed Guideway Alignment Eliminated
  - Side/Split Running Fixed Guideway Design Options Eliminated



## VBTES Project Description Update

### Results of Hilltop Area Assessment

- Advanced for study and comparison in DEIS
  - Fixed Guideway Alignment Alternative - Laskin to Birdneck
  - Parker Avenue Alignment from NSRR corridor
  - Median Running Design Option
  - Two Additional Stations Added (Great Neck and Birdneck)



## VBTES Project Description Update

### DEIS Study Alternatives

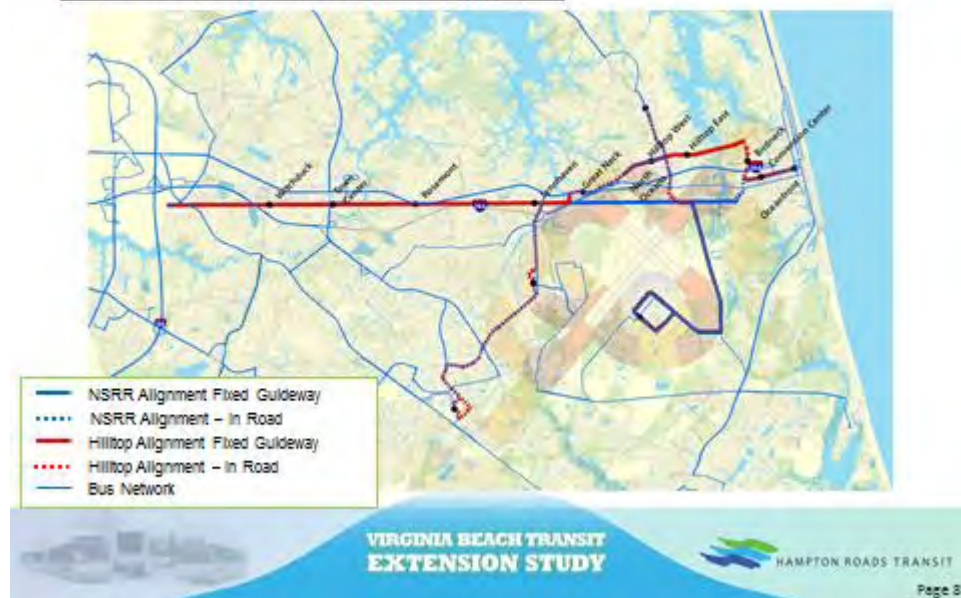
#### • Transit Technology Alternatives

- No Build – existing fixed route service
- TSM: Expanded Bus Service – all fixed route
- Bus Rapid Transit (BRT) Service – fixed-guideway/fixed route
- Light Rail Transit (LRT) Service – all fixed-guideway



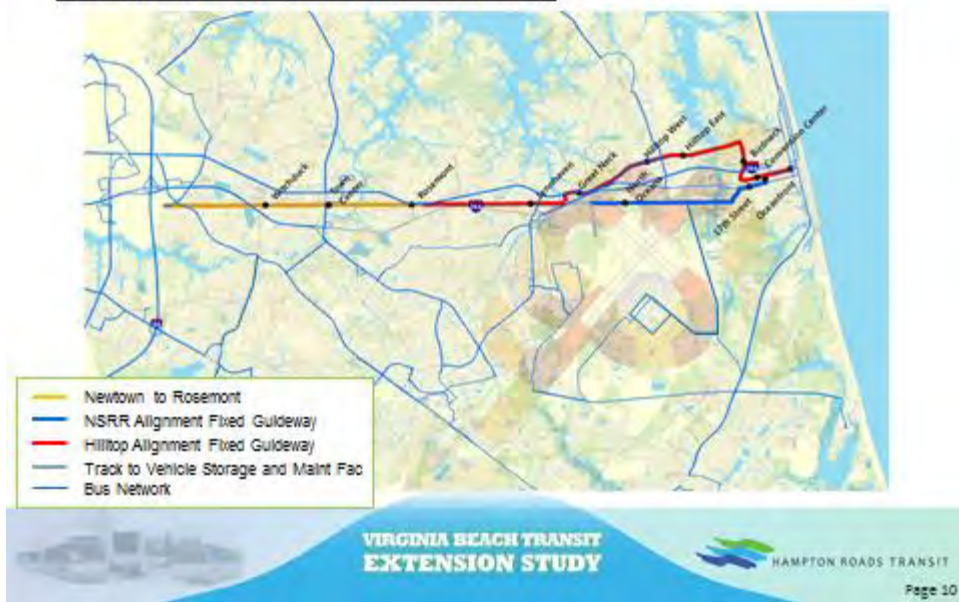
## VBTES Project Description Update

### BRT Alternatives with Feeder Bus



## VBTES Project Description Update

### LRT Alternatives with Feeder Bus



## VIRGINIA BEACH TRANSIT EXTENSION STUDY

### STATION LOCATIONS





## Station Locations

### 3 Fixed Guideway Stations

- Separate Fixed Guideway
- Track to Maintenance Fac.
- [P] 3 Park and Rides
- [P] Special Event Park and Ride
- [?] Park and Ride Under Study
- [W] Walk -Up / No Parking



VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

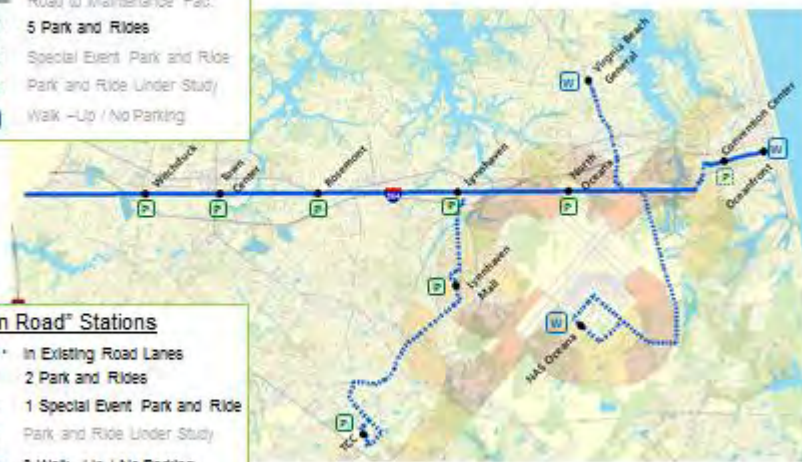
HAMPTON ROADS TRANSIT

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## Station Locations

### 5 Fixed Guideway Stations

- Separate Fixed Guideway
- Road to Maintenance Fac.
- [P] 5 Park and Rides
- [P] Special Event Park and Ride
- [?] Park and Ride Under Study
- [W] Walk -Up / No Parking



### 6 "In Road" Stations

- ..... In Existing Road Lanes
- [P] 2 Park and Rides
- [P] 1 Special Event Park and Ride
- [?] Park and Ride Under Study
- [W] 3 Walk -Up / No Parking

VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

HAMPTON ROADS TRANSIT

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## Station Locations

### 6 Fixed Guideway Stations

- Separate Fixed Guideway
- Road to Maintenance Fac.
- [P] 4 Park and Rides
- [P] 1 Special Event Park and Ride
- [?] 1 Park and Ride Under Study
- [W] 1 Walk-Up / No Parking



### 8 "In Road" Stations

- ..... In Existing Road Lanes
- [P] 2 Park and Rides
- [P] 1 Special Event Park and Ride
- [?] 1 Park and Ride Under Study
- [W] 4 Walk-Up / No Parking

VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

HAMPTON ROADS TRANSIT

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## Station Locations

### 8 Fixed Guideway Stations

- Separate Fixed Guideway
- Track to Maintenance Fac.
- [P] 6 Park and Rides
- [P] 1 Special Event Park and Ride
- [?] Park and Ride Under Study
- [W] 1 Walk-Up / No Parking



VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

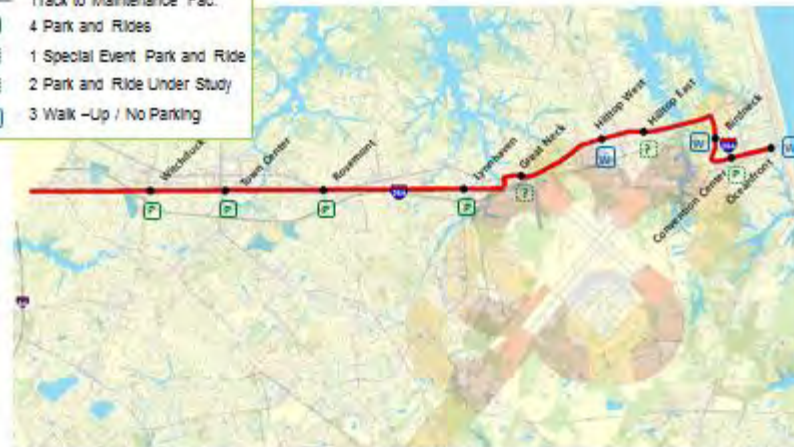
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## Station Locations

### 10 Fixed Guideway Stations

- Separate Fixed Guideway
- Track to Maintenance Fac.
- [P] 4 Park and Rides
- [P] 1 Special Event Park and Ride
- [?] 2 Park and Ride Under Study
- [W] 3 Walk-Up / No Parking



## VIRGINIA BEACH TRANSIT EXTENSION STUDY TYPICAL STATION DESIGN

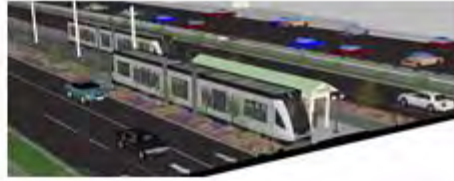




## Typical Station Design

### Access to the Station

- Pedestrian access
- Bicycle parking
- Bus service with shelters
- Kiss and ride area
- Most stations will have parking
- ADA ramps
- Most station board outside tracks



## Typical Station Design

### Station Amenities

- Fare vending machines
- Vicinity map (kiosk)
- Platform canopies
- Benches
- Lighting
- Security cameras
- Emergency call box
- Trash receptacles
- Artwork





Virginia Beach Transit Extension Study

## FIXED GUIDEWAY STATION LAYOUTS



Virginia Beach Transit Extension Study

## WITCHDUCK STATION



## Witchduck

Witchduck Park and Ride Station

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## Witchduck

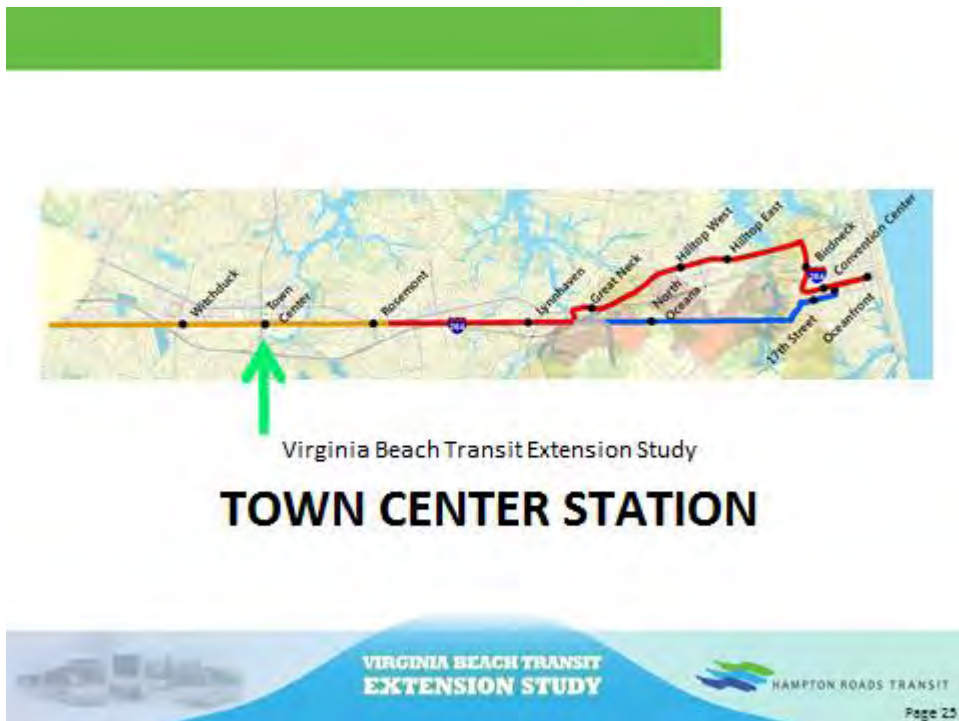


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EXTENSION STUDY

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## Town Center

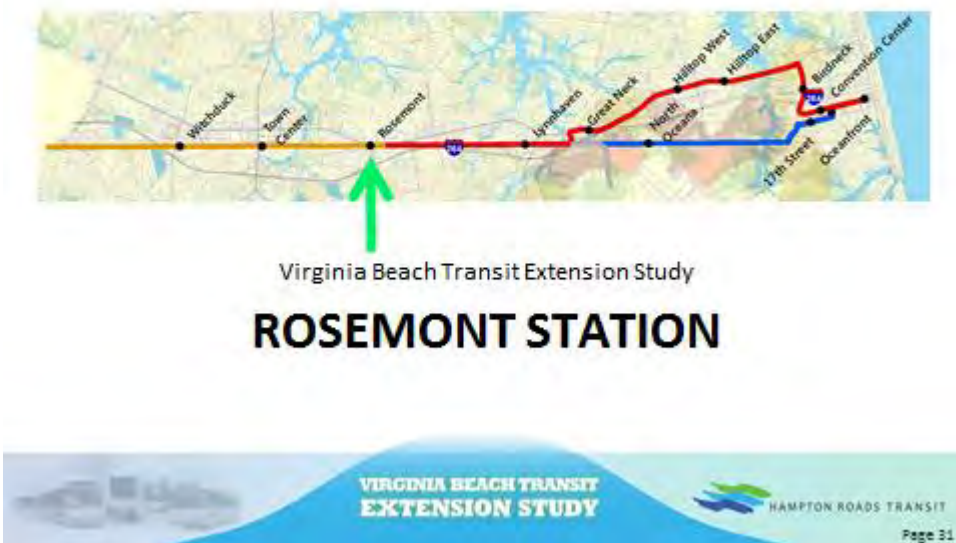
Town Center Park and Ride Station

## Town Center









## Rosemont

Rosemont Station Park and RideVIRGINIA BEACH TRANSIT  
EXTENSION STUDY

HAMPTON ROADS TRANSIT

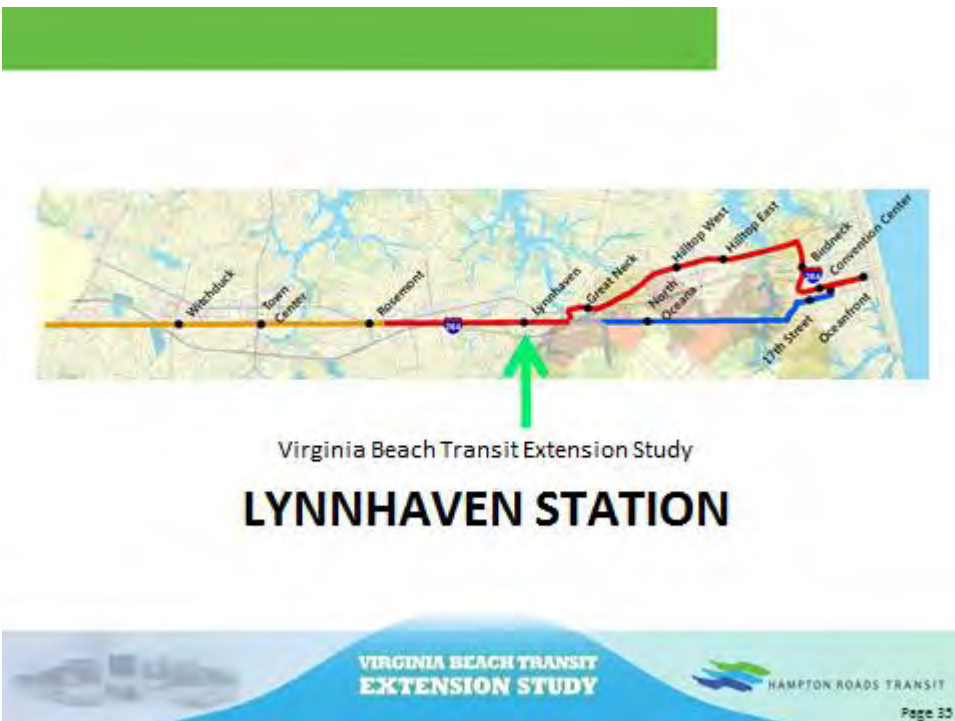
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## Rosemont

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HAMPTON ROADS TRANSIT

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## Lynnhaven

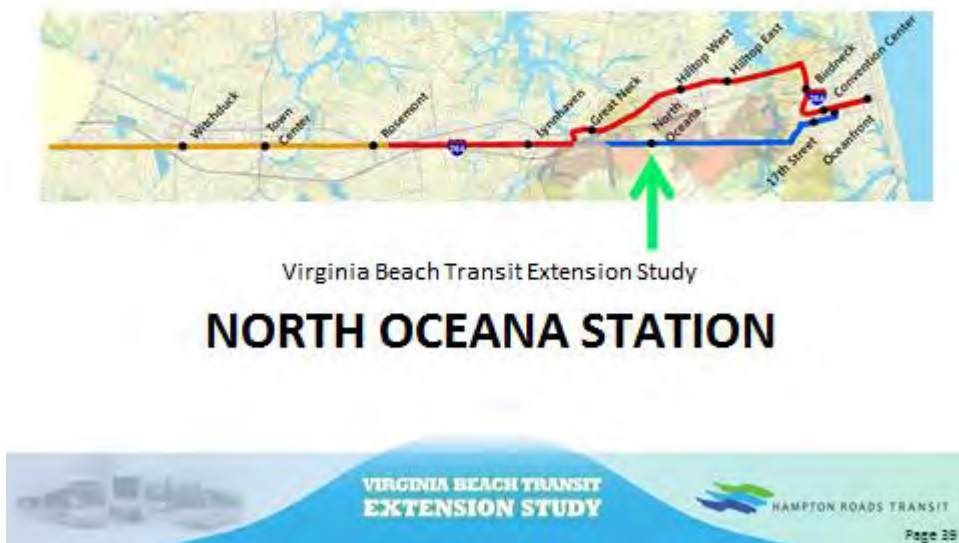


### Lynnhaven Station Park and Ride



## Lynnhaven





## NORTH OCEANA STATION

## North Oceana

Oceana Station Park and RideVIRGINIA BEACH TRANSIT  
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## North Oceana

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## North Oceana



Virginia Beach Transit Extension Study

## 17<sup>TH</sup> STREET STATION



17<sup>th</sup> Street17<sup>th</sup> Street Park and RideVIRGINIA BEACH TRANSIT  
EXTENSION STUDY

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17<sup>th</sup> StreetVIRGINIA BEACH TRANSIT  
EXTENSION STUDY

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## 17<sup>th</sup> Street



Virginia Beach Transit Extension Study

## CONVENTION CENTER STATION







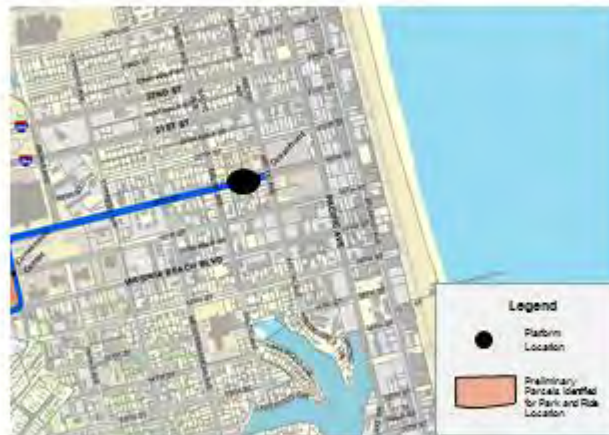


Virginia Beach Transit Extension Study

## OCEANFRONT STATION



### Oceanfront Walk On Station









Virginia Beach Transit Extension Study

## GREAT NECK STATION



### Great Neck

#### Great Neck Station Park and Ride



## Great Neck

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EXTENSION STUDY

HAMPTON ROADS TRANSIT

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Virginia Beach Transit Extension Study

## HILLTOP WEST STATION

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EXTENSION STUDY

HAMPTON ROADS TRANSIT

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## Hilltop West



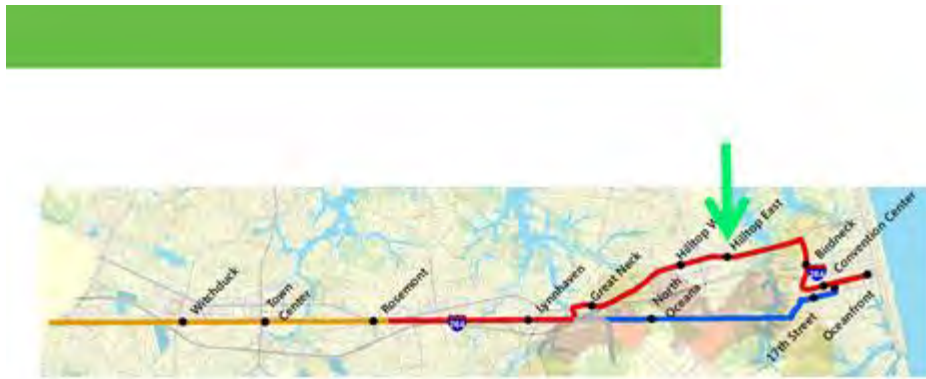
### Hilltop West Walk-On Station



## Hilltop West







Virginia Beach Transit Extension Study

## HILLTOP EAST STATION



### Hilltop East



### Hilltop East - Park and Ride Under Study



## Hilltop East



Virginia Beach Transit Extension Study

## BIRDNECK STATION



## Birdneck

### Birdneck Station Walk-On Station



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EXTENSION STUDY

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## Birdneck



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Virginia Beach Transit Extension Study

## CONVENTION CENTER STATION

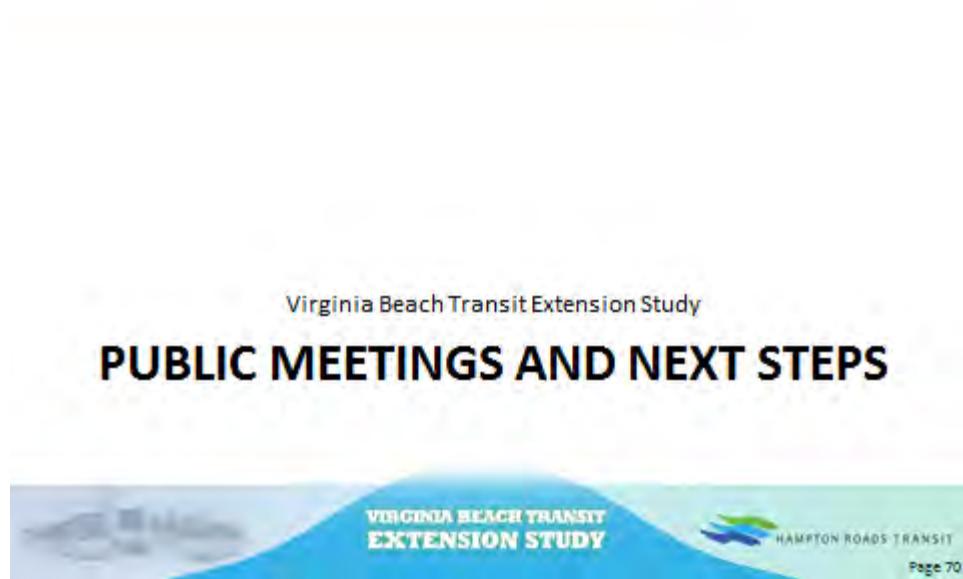


### Convention Center

#### Convention Center Special Event Station







### Virginia Beach Transit Extension Study

#### Public Information Meetings

Location Double Tree Hotel, Pavilion Dr  
Date Thursday, April 18, 2013  
Time 6:00 – 8:00 p.m.

Location Westin Hotel, Town Center  
Date Monday, April 22, 2013  
Time 6:00 – 8:00 p.m.

Location London Bridge Baptist Church, Potters Road  
Date Thursday, April 25, 2013  
Time 6:00 – 8:00 p.m.





## Virginia Beach Transit Extension Study

### VBTES DEIS Major Milestones and Public Meetings

1. VBTES Station/Stop Locations (April 18, 22, and 25, 2013)
  - Station area plans
  - Park and Ride locations
2. Screening of Final Project Alternatives (September 2013)
  - Corridor alignment
  - Project costs
  - Ridership ranges
3. Results of Environmental Analysis (November 2013)
4. Formal DEIS Public Comment Period and Formal DEIS Public Hearings (Early 2014)
5. Complete DEIS and Locally Preferred Alternative (Early 2014)



## Virginia Beach Transit Extension Study

### Next Step (2014-2015)

- Final Environmental Impact Statement (FEIS)
- Complete Record of Decision (ROD)

### With Selection of Fixed Guideway Alignment (2015 +)

- Engineering
- FTA Ranking/Rating
- Full Funding Grant Agreement (FFGA)
- Construction
- System Operation



## Virginia Beach Transit Extension Study

### Public Comment

- Comments are welcome at any time during the VBTES process.
- You are encouraged to participate throughout the entire study process.
- Formal Comments on the DEIS will be accepted after the release of the document (the end of 2013 or the beginning of 2014) during the Formal Public Comment Period at the Formal DEIS Public Hearings.
- HRT will address all "substantive" written comments.



## Virginia Beach Transit Extension Study

### Public Comment

Visit the VBTES Website or leave a message on the VBTES project hotline

- Website: [www.gohrt.com/about/development/vbtes](http://www.gohrt.com/about/development/vbtes)
- Study Hotline: 757-222-6098

Share your comments directly with HRT and the City of Virginia Beach

**HAMPTON ROADS TRANSIT**  
**Julie Timm**  
 Transit Development Officer  
 Department of Planning and Development  
 509 East 18th Street  
 Norfolk, VA 23504  
 757-222-6000 ext. 6699  
[jtimm@hrtransit.org](mailto:jtimm@hrtransit.org)

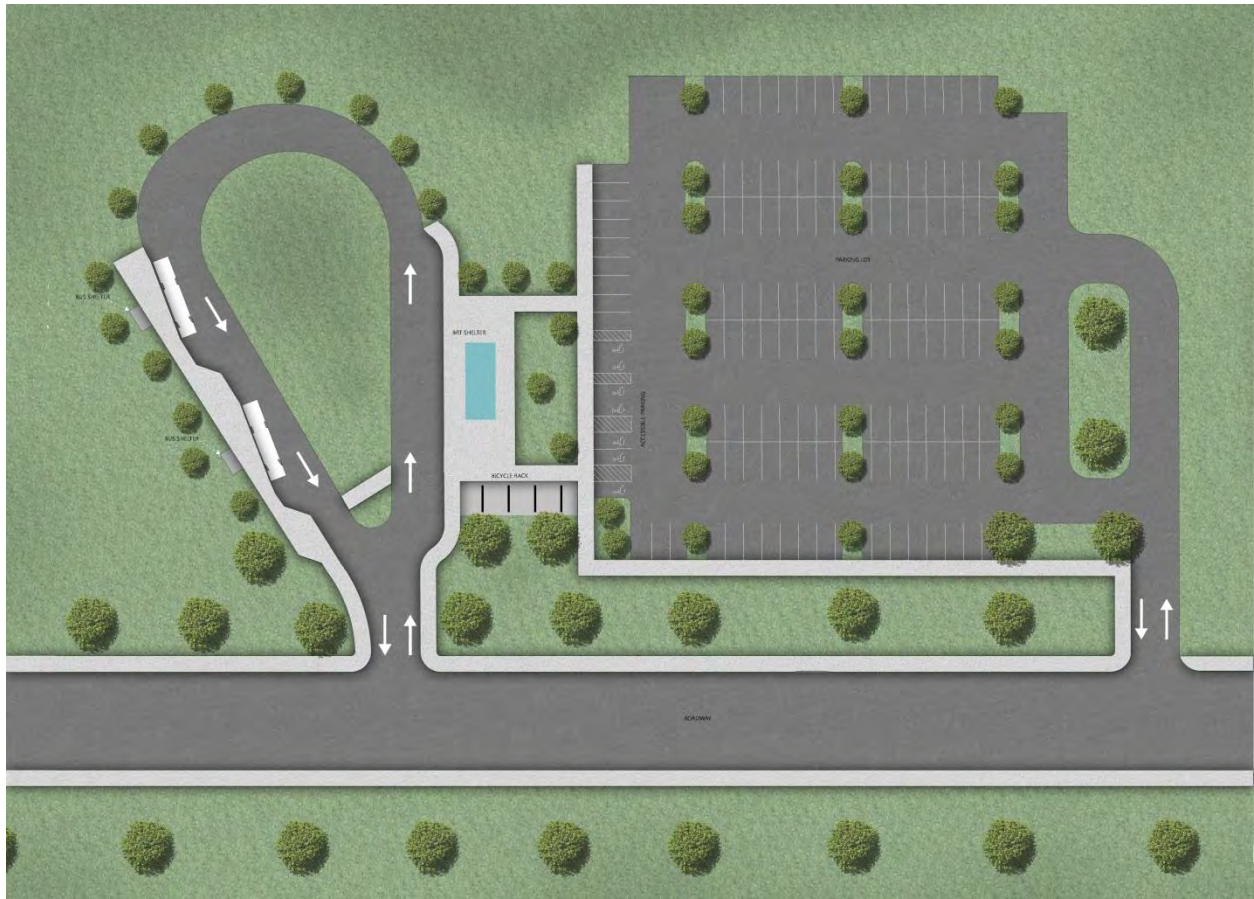
**CITY OF VIRGINIA BEACH**  
**Mark Schnauffer**  
 Transportation Planning Coordinator  
 Strategic Growth Area Office  
 222 Central Park Ave, 15<sup>th</sup> Floor  
 Virginia Beach, VA 23462  
 757-385-2907  
[mschnauf@vb.gov](mailto:mschnauf@vb.gov)



## Station Boards







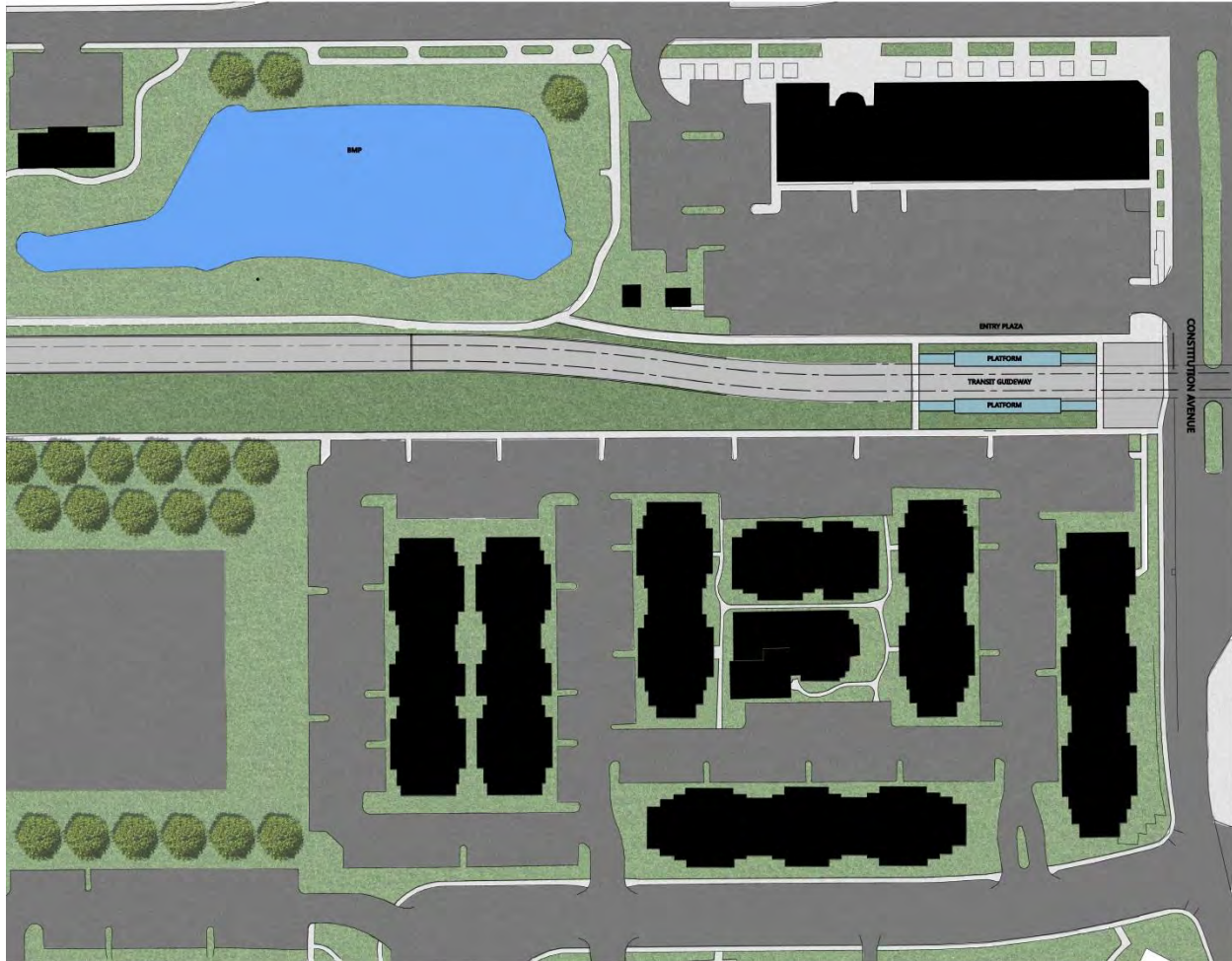












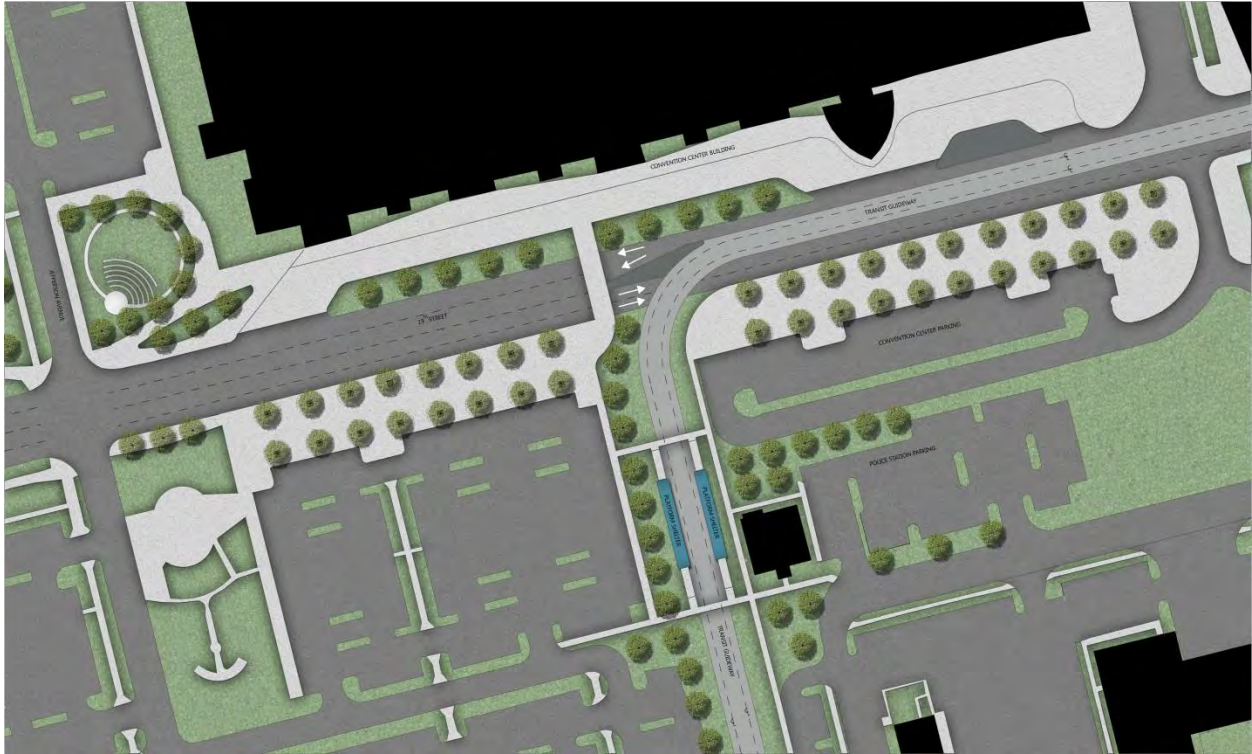




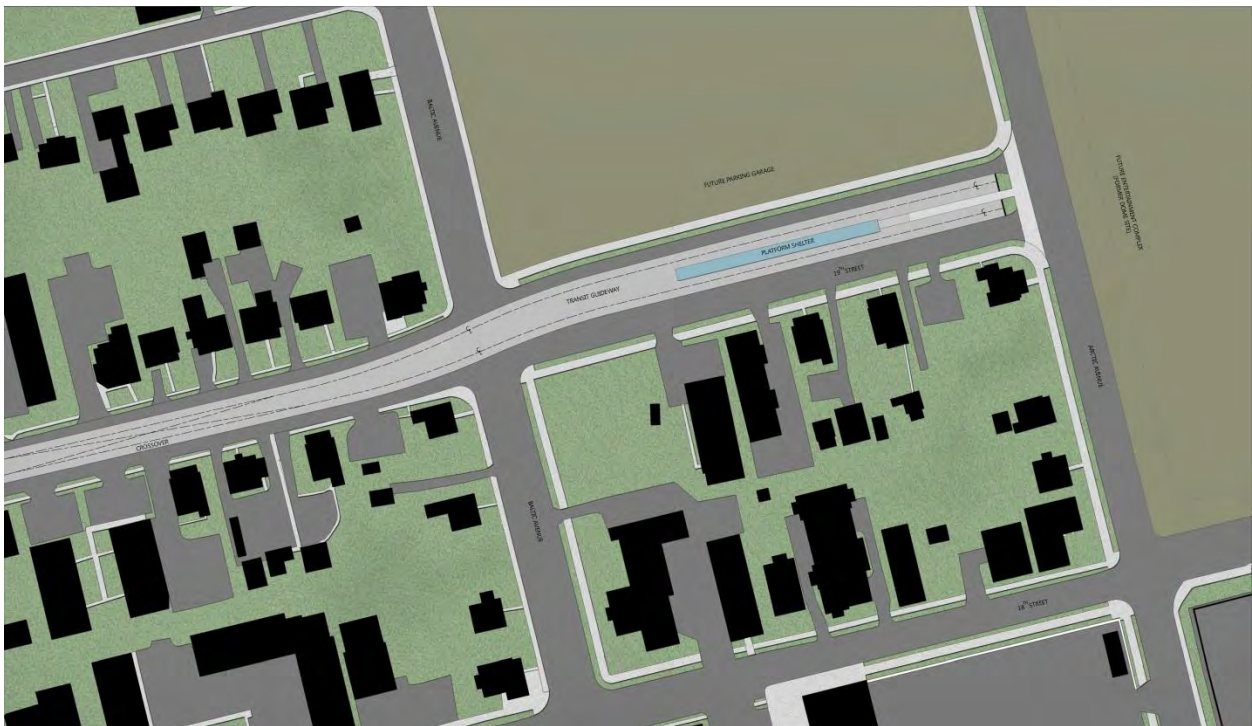
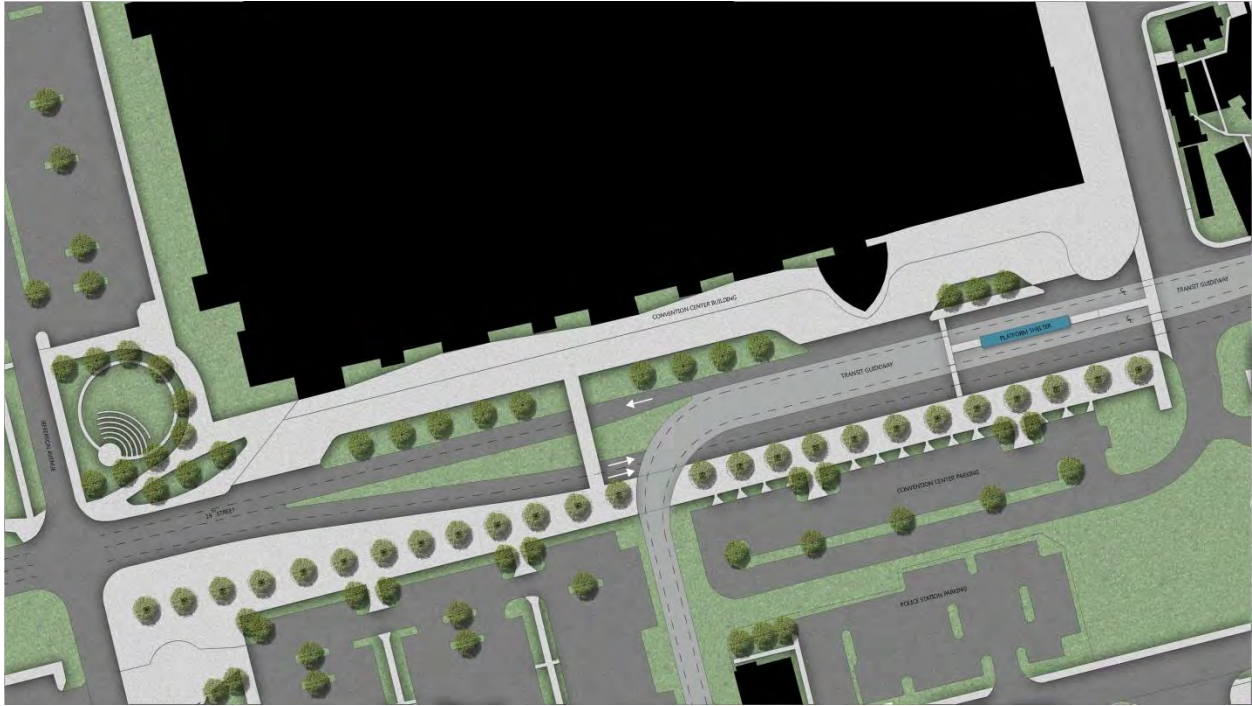












## Appendix L



## Appendix L

### September 2013 Public Meetings

#### Meeting Announcement



#### Meeting Information:

- **Monday, September 23, 2013**  
Westin Virginia Beach Town Center  
4535 Commerce Street  
Virginia Beach, VA 23462  
6:00 p.m. – 8:00 p.m.  
*This meeting is served by HRT routes 20 and 36.*
- **Wednesday, September 25, 2013**  
DoubleTree by Hilton Virginia Beach  
1900 Pavilion Drive  
Virginia Beach, VA 23451  
6:00 p.m. – 8:00 p.m.  
*This meeting is served by HRT routes 20 and MAX 960.*
- **Thursday, September 26, 2013**  
Holiday Inn Virginia Beach – Norfolk  
5655 Greenwich Road  
Virginia Beach, VA 23462  
6:00 p.m. – 8:00 p.m.  
*This meeting is served by HRT routes 22 and 27.*

Please call 222-6000 ext. 6559 if you require special assistance or accommodations in order to attend and participate in these meetings. For project information, please visit <http://www.vgahrt.com> and click on link for VBTES.

Para más información en español, por favor llame 757/222-6000.

Join us for a

## Public Information Session!

### *Project Capital Costs, Operating and Maintenance Costs, and Ridership Forecasts*

These public information sessions will provide an update on the on-going analyses being conducted as part of the Virginia Beach Transit Extension Study Draft Environmental Impact Statement. Information will be presented on the projected capital costs (construction-related) and the operating and maintenance costs (on-going annual costs) for the fixed guideway alternatives along the former Norfolk Southern right-of-way. Projected levels of ridership for all of the alternatives will also be presented.

The meetings will have a presentation followed by a question and answer session with HRT staff. The public will also have the opportunity to discuss the night's topics on an individual basis with HRT and consultant staff following the presentation.

The three meetings will have an identical format and will present identical information. Please come to the meeting that is most convenient to you.



VBTES PUBLIC MEETING  
SUMMARY NOTES  
Westin Hotel Town Center  
September 23, 2013  
6 PM – 8 PM

**ATTENDEES: SEE ATTACHED SIGN-IN SHEETS (73 were stakeholders)**

Ray Amoruso, HRT Chief Planning and Development Officer, welcomed everyone and gave a ridership and cost overview. He introduced Julie Timm, HRT Transit Development Officer who gave an overview of public involvement and next steps.

Mr. Amoruso opened the floor for questions.

Mr. Amoruso and Ms. Timm responded to all questions. Mr. William Harrell, President and CEO of HRT, addressed a question about funding allocation.

**Ridership**

1. At what point will the ridership increase so that you will have to use a second car? Will this cause the Norfolk stops to have to be redone?
2. Can you explain how ridership is incorporated into the cost of this project?
3. Does the model account for the possible closing of NAS Oceana?

**Costs**

1. What information can you give about revenue projections?
2. Can you explain what the difference would be between public and private funding of this project?
3. Who is going to pay the difference?
4. Will each city be accountable for their share if the LRT runs in their city?
5. What would happen if federal and state funds dry up? How will the Va. Beach residents be affected?
6. Is the funding discretionary or mandatory?
7. What if the money we have to run LRT dries up? Then what happens?

**Real Estate/Land Acquisition**

1. Does the \$1 billion include real estate acquisitions?

2. If you go through Thalia, how much land will you take?

**Engineering**

1. Why hasn't Town Center been considered as an alternative instead of Rosemont Road?
2. Can you explain the projected traffic flow of this project? Major intersections?

**Safety/Bike & Ped Lanes**

1. Can you explain the additional safety measures that will accompany this project?

**Congestion**

1. Will traffic on Rosemont be affected?

**General**

1. What do you plan on doing about providing transportation on Baxter Road?
2. Can you explain how Oceana will be impacted/incorporated into this project?
3. Are the facilities to house the LRT vehicles capable of housing more cars in case of future expansion?
4. Are you planning on establishing more storage facilities?
5. Have you considered contracting with another facility where you can perform vehicle maintenance?
6. Please keep the Laskin corridor on the map!
7. The time it takes for a bus to arrive is too long!

The September 25 and 26 public meetings were announced.



VBTES PUBLIC MEETING  
SUMMARY NOTES  
DoubleTree Hotel  
September 25, 2013  
6 PM – 8 PM

**ATTENDEES: SEE ATTACHED SIGN-IN SHEETS (68 were stakeholders)**

Ray Amoruso, HRT Chief Planning and Development Officer, welcomed everyone and gave a ridership and cost overview. He introduced Julie Timm, HRT Transit Development Officer who gave an overview of public involvement and next steps.

Mr. Amoruso opened the floor for questions.

Mr. Amoruso and Ms. Timm responded to all questions.

**Ridership**

4. Can you explain the ridership alignment differences?
5. Is the resort, oceanfront rider different from your usual service? What will be the quality of the ride?
6. How much ridership do you have in Norfolk that exceeds the formula's forecast?
7. How will ridership be affected if the LRT is extended to the Naval Base and ODU?
8. Do you have the ability to extend LRT cars and stations if the ridership grows?
9. When will you update the February ridership study?

**Costs**

8. Will our taxes go up if the federal and state funds dry up?
9. Your cost does not reflect the 20-year plan you are projecting. Are our taxes going to be affected now or are you asking us to wait 20 years and then start paying?

**Real Estate/Land Acquisition**

3. When will you disclose which properties will be affected by this project? Where will the stations be built?

**Engineering**

3. Overtop railroads are ugly.
4. Do you have a plan for the Great Neck area?

**Safety/Bike & Ped Lanes**

2. Will there be bike racks and bike share?

**Congestion**

2. Will traffic congestion be an issue by bringing LRT to Va. Beach?
3. How will traffic on Laskin Road be affected?
4. Traffic at Laskin and First Colonial is a nightmare. What do you plan on doing?

**Park & Ride**

1. Will you have park and ride for the Great Neck area? Where will it be?
2. Are you looking at having park & ride away from the main corridor?

**General**

8. Are you going to increase the service frequency on "feeder" routes?
9. Please remember the neighborhoods on the corridor that will be affected by building the stations, traffic congestion, etc.?
10. Can you update us on the "falsified documents" and cost over-runs that were in the Inspector General's report during the Tide's Norfolk construction?
11. Why don't the buses in Norfolk run as long as the Tide in Norfolk?
12. Has Norfolk had to adjust their hours of operation since their first trip?
13. Will there be a homeless shelter next to the LRT station at Witchduck?
14. Wouldn't buses work just as well with transporting people to Oceana? Is LRT truly necessary?
15. When will you disclose the projected individual routes?
16. When will this information be presented to city council?

The September 26 public meeting was announced.

VBTES PUBLIC MEETING  
SUMMARY NOTES  
Holiday Inn – Greenwich Road  
September 26, 2013  
6 PM – 8 PM

**ATTENDEES: SEE ATTACHED SIGN-IN SHEETS (25 were stakeholders)**

Ray Amoruso, HRT Chief Planning and Development Officer, welcomed everyone and gave a ridership and cost overview. He introduced Julie Timm, HRT Transit Development Officer who gave an overview of public involvement and next steps.

Mr. Amoruso opened the floor for questions.

Mr. Amoruso and Ms. Timm responded to all questions.

**Ridership**

10. How far into the neighborhoods will the LRT go?
11. Can you provide more transit for under-served areas?
12. What comparison can be drawn between the Norfolk Tide and the projections for this project?
13. How are the ridership figures collected for the Norfolk Tide?
14. Will BRT be extended to the courthouse, neighborhoods, etc.?

**Costs**

10. Can you split the study and have part LRT and part BRT? It seems it would cut cost.
11. I don't see a cost-benefit analysis. Do you have a plan that incorporates it?
12. Did VB receive an unsolicited bid to fund this project? Would that affect the cost of the project?
13. If we pay for it now, LRT will bring business later. We should look at this long-term, not short-term.
14. When will the public be provided with exact cost projections?



**Engineering**

5. If the city chooses the Rosemont Road option, can that include a track to the Oceanfront later?
6. Have you considered more alternatives like double-decker highways or more intersections?

**Safety/Bike & Ped Lanes**

3. Are you looking at evacuation transit options?

**General**

17. Will BRT be on the same roads as cars?
18. Will VB citizens have a chance to say yes or no to the facts and figures about this project? Will only city council have the say-so?
19. Will a study be conducted to compare the economic development of BRT vs. LRT?
20. What is the estimated time that you can begin construction, and what is the estimated time that this project can be completed?
21. Where can I find the complete details of this project?
22. Is HRT a trustworthy organization? Are all facts and figures being presented?

## Appendix M

### February 2014 Public Meetings

#### Meeting Announcement



#### Meeting Information:

##### ► Monday, February 10, 2014

Westin Virginia Beach Town Center  
4535 Commerce Street  
Virginia Beach, VA 23462  
6:00 p.m. – 8:00 p.m.

*This meeting is served by HRT routes 20 and 36.*

##### ► Wednesday, February 12, 2014

DoubleTree by Hilton Virginia Beach  
1900 Pavilion Drive  
Virginia Beach, VA 23451  
6:00 p.m. – 8:00 p.m.

*This meeting is served by HRT routes 20 and MAX 960.*

*Please call 222-6000 ext. 6699 if you require special assistance or accommodations in order to attend and participate in these meetings. For project information, please visit <http://www.gohrt.com> and click on link for VBTES.*

*Para más información en español, por favor llame 757/222-6000.*

### Join us for a Public Information Session!

#### *Hilltop Area Alignment Alternative Capital Costs and the Preliminary Results of the Environmental Analysis*

These public information sessions will provide an update on the on-going analyses being conducted as part of the Virginia Beach Transit Extension Study Draft Environmental Impact Statement. Information will be presented on the projected capital costs (construction-related) for the Hilltop Area Alignment.

The meeting will also present the preliminary results of the environmental analysis for the Virginia Beach Transit Extension Study.

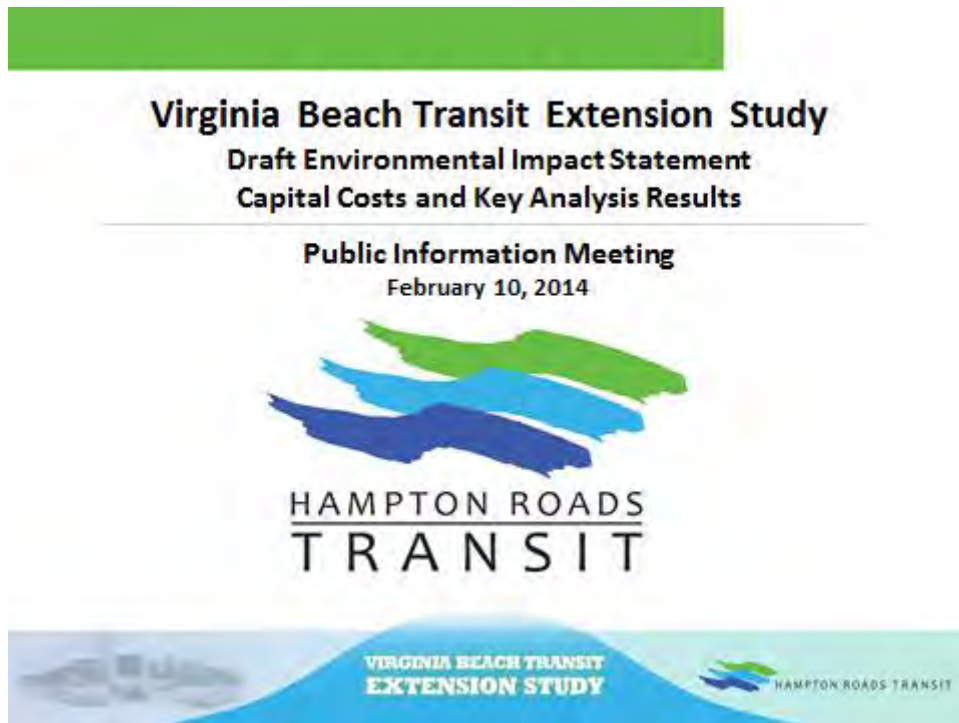
The meetings will have a presentation followed by a question and answer session with HRT staff. The public will also have the opportunity to discuss the night's topics on an individual basis with HRT and consultant staff following the presentation.

The two meetings will have an identical format and will present identical information. Please come to the meeting that is most convenient to you.

Hilltop  
Alignment  
Capital Costs

Preliminary  
Environmental  
Analysis Results

**Presentation**



**Virginia Beach Transit Extension Study**

Presentation

1. Project Update
2. Updated Capital Costs – with Hilltop Alignment
3. Results of Environmental Analysis
4. Next Steps







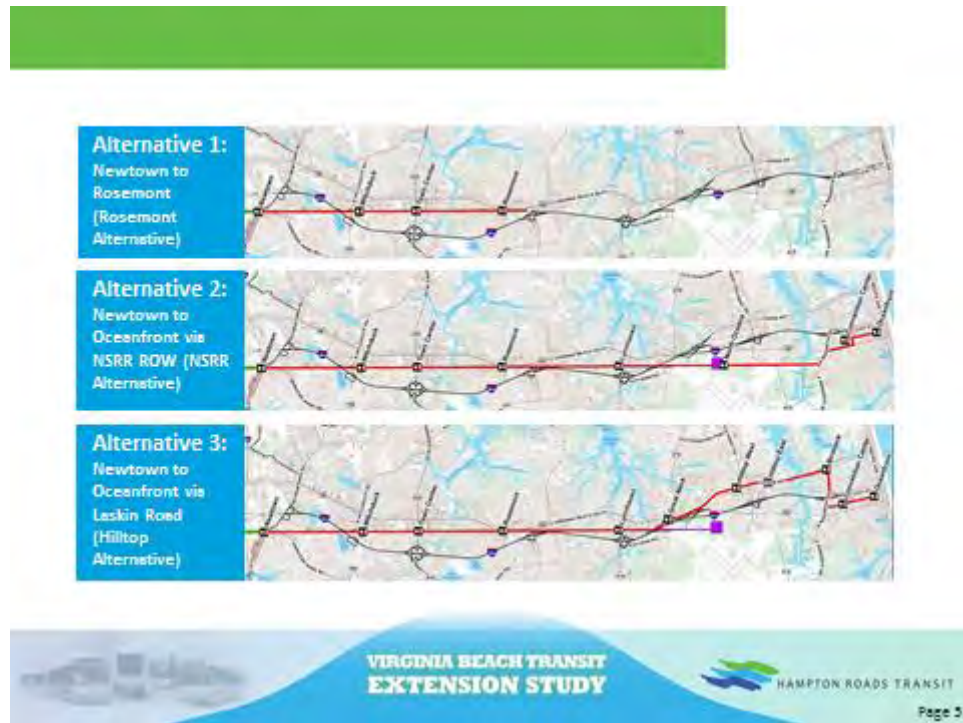
## VIRGINIA BEACH TRANSIT EXTENSION STUDY

**PROJECT UPDATE****VBTES Project Description Update**Virginia Beach Transit Extension Study

The Virginia Beach Transit Extension Study (VBTES) is examining the best transit options for a former freight rail right of way that runs from Newtown Road to Birdneck Road in Virginia Beach. The study area extends from Newtown Road to the Oceanfront area on 19<sup>th</sup> Street.

- Three Fixed Guideway Alignment Alternatives from Newtown Road
  - 4.8 miles to the Rosemont Area
  - 12.2 miles to the Oceanfront along the NSRR corridor (with Maintenance Facility)
  - 13.5 miles to the Oceanfront through the Hilltop Area (with Maintenance Facility)





## VBTES Project Description Update

### DEIS Technology Alternatives

- Bus Rapid Transit (BRT)
- Light Rail Transit (LRT)



## VBTES Project Description Update

### Feeder Bus Routes



## VIRGINIA BEACH TRANSIT EXTENSION STUDY UPDATED CAPITAL COSTS – WITH HILLTOP ALIGNMENT





## Capital Cost Estimating



## Capital Cost Estimating



## Capital Costs

### LRT Estimated Capital Costs\*

	Newtown Rd to the <u>Rosemont SGA</u>	Newtown Rd to the <u>Oceanfront</u>	Newtown Rd to the <u>Oceanfront</u>
	Rosemont Alt 4.8 miles	NSRR Alt 12.2 miles	Hilltop Alt 13.5 miles
Year of Expenditure 2018	<u>\$ 470 M</u> Includes \$30 million for existing ROW/City Property	<u>\$ 1,030 M</u> Includes \$32 million for existing ROW/City Property	<u>\$ 1,310 M**</u> Includes \$ 47 million for existing ROW/City Property
Current Year \$ 2013	<u>\$ 405 M</u> Includes \$ 30 million for existing ROW/City Property	<u>\$ 890 M</u> Includes \$32 million for existing ROW/City Property	<u>\$ 1,130M**</u> Includes \$ 47 million for existing ROW/City Property

\* Costs averaged to nearest \$5 M.

\*\* Includes \$62M (2018)/\$53M(2013) for reconstruction of Laskin Road



## Capital Costs

### BRT Estimated Capital Costs\*

	Newtown Rd to the <u>Rosemont SGA</u>	Newtown Rd to the <u>Oceanfront</u>	Newtown Rd to the <u>Oceanfront</u>
	Rosemont Alt 4.8 miles	NSRR Alt 12.2 miles	Hilltop Alt 13.5 miles
Year of Expenditure 2018	<u>\$ 420 M</u> Includes \$29 million for existing ROW/City Property	<u>\$ 750 M</u> Includes \$31 million for existing ROW/City Property	<u>\$ 885M**</u> Includes \$44 million for existing ROW/City Property
Current Year \$ 2013	<u>\$ 365 M</u> Includes \$29 million for existing ROW/City Property	<u>\$ 650 M</u> Includes \$31 million for existing ROW/City Property	<u>\$ 765M**</u> Includes \$44 million for existing ROW/City Property

\* Costs averaged to nearest \$5 M.

\*\* Includes \$62M (2018)/\$53M(2013) for reconstruction of Laskin Road



## Ridership Forecast - Reminder

### Average Weekday Boardings (2034)

	Newtown Rd to the <u>Rosemont SGA</u> Town Center Alt - 4.8 miles	Newtown Rd to the <u>Oceanfront</u> NSRR Alt - 12.2 miles	Newtown Rd to the <u>Oceanfront</u> Hilltop Alt - 13.5 miles
LRT	<b><u>3,370</u></b> Norfolk Only 7,180    Total System 10,550	<b><u>5,295</u></b> Norfolk Only 7,535    Total System 12,830	<b><u>8,845</u></b> Norfolk Only 7,820    Total System 16,665
BRT	<b><u>1,980</u></b> Norfolk Only 3,820    Total System 7,800	<b><u>3,365</u></b> Norfolk Only 6,155    Total System 9,520	<b><u>5,690</u></b> Norfolk Only 6,245    Total System 11,935



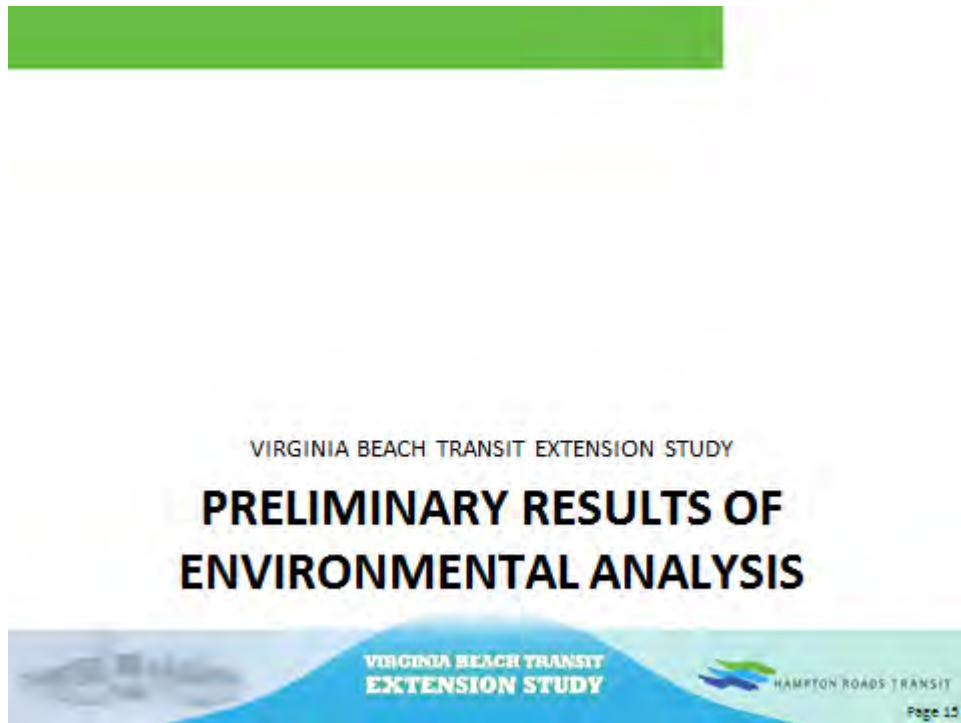
## Ridership Forecast - Reminder

### Annualized Boardings with Tourism (2034)

	Newtown Rd to the <u>Rosemont SGA</u> Town Center Alt - 4.8 miles	Newtown Rd to the <u>Oceanfront</u> NSRR Alt - 12.2 miles	Newtown Rd to the <u>Oceanfront</u> Hilltop Alt - 13.5 miles
LRT	<b>3,261,000</b>	<b>4,182,000</b>	<b>5,330,000</b>
BRT	<b>2,623,000</b>	<b>3,580,000</b>	<b>4,348,000</b>







## Environmental Analysis

### Potentially Adversely Effected Conditions

- Wetlands
- Traffic and Roadways
- Noise
- Property



## Wetlands

	Wetland Impacts (BRT and LRT are the same)		
	Rosemont	NSRR	Hilltop
Total acres of wetlands	5 acres	10.5 acres	8.5 acres
Potentially Federally Regulated	3 acres	7.0 acres	5.0 acres
Potentially State Regulated	2 acres	3.5 acres	3.5 acres

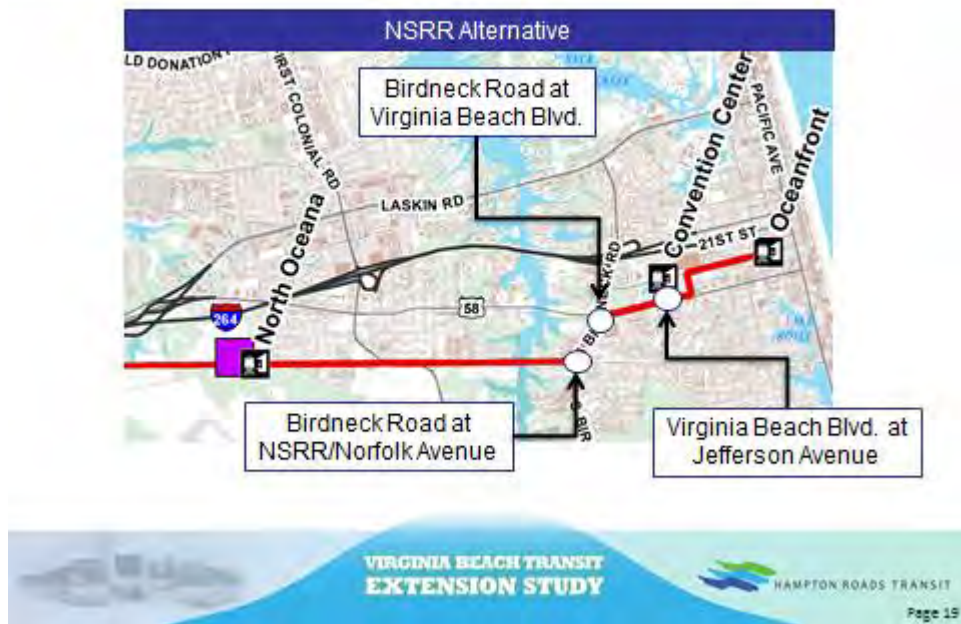


## Traffic and Roadway

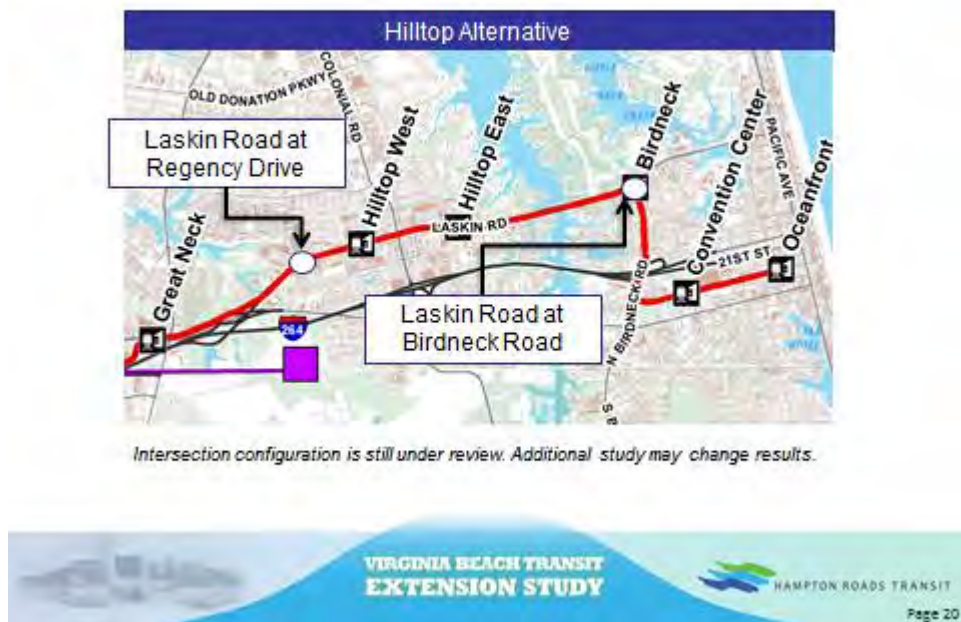
	Traffic Impacts (BRT and LRT are the same)		
	Rosemont	NSRR	Hilltop
<b>No Build:</b>			
Intersections with change in LOS due to background growth	5	8	10
<b>Build:</b>			
Intersections with change in LOS due to transit	0	3	2
Streets to be closed	2	2	2
New bridges over roadways	2	5	6
New signalized intersections	2	7	10



### Intersections with Changed Level of Service

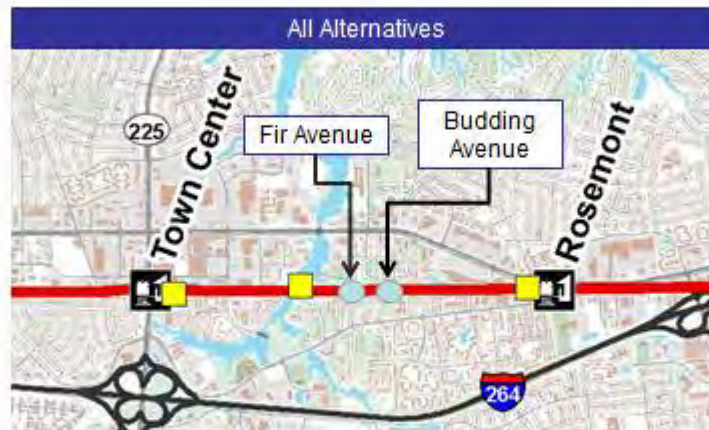


### Intersections with Changed Level of Service





## Streets to be Closed Across Tracks



## High Noise Impacts (w/o mitigation)

Land Use Category	LRT		
	Rosemont	NSRR	Hilltop
1	0	0	0
2	7 residential clusters	8 residential clusters	8 residential clusters
3	1 Church		

Land Use Category 1 = Amphitheaters, concert pavilions, historic landmarks, etc.

Land Use Category 2 = Residences and buildings where people normally sleep

Land Use Category 3 = Institutional land uses with primarily daytime and evening use





## High Noise Impacts (LRT Alternatives)



## High Noise Impacts (LRT Alternatives)



## Acquisitions/Displacements

	LRT			BRT		
	Rosemont	NSRR	Hilltop	Rosemont	NSRR	Hilltop
<b>Impacted Parcels</b>	33	76	148	23	42	85
Residential Uses	2	3	11	0	0	5
Commercial Uses	25	47	95	18	30	61
Government Uses	6	26	32	7	12	19
<b>Displacements</b>	6	30	47	6	28	37
Residential	0	0	2	0	0	0
Commercial	5	30	45	5	28	37
Government	0	0	0	0	0	0

- Additional small areas of private property will likely be required
- All acquisition of private property will follow FTA/HRT/City of Virginia Beach procedures

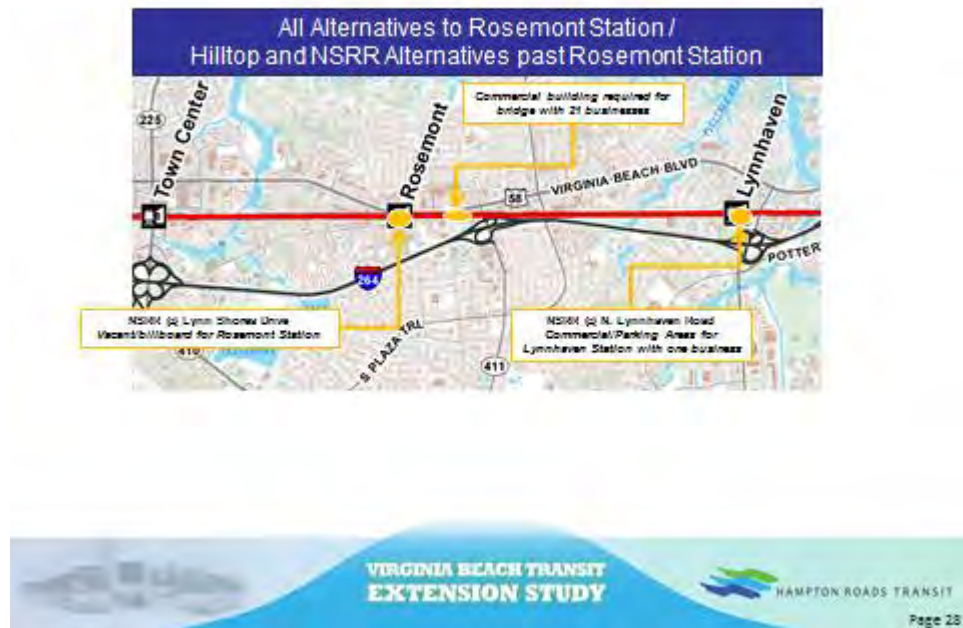




## Preliminary Property Requirements



## Preliminary Property Requirements

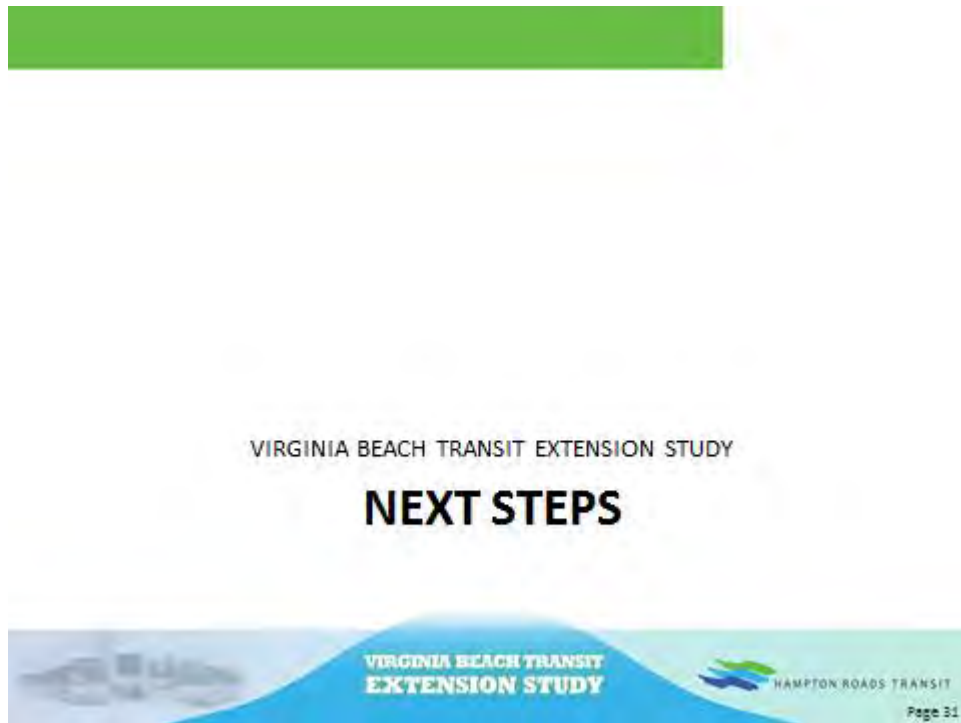


## Preliminary Property Requirements



## Preliminary Property Requirements





## Virginia Beach Transit Extension Study

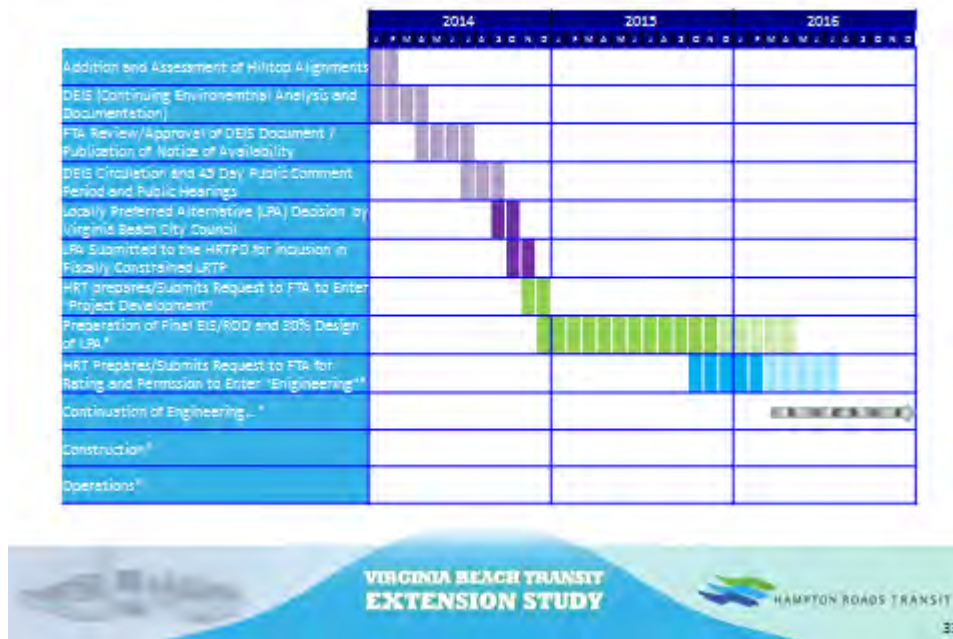
### VBTES DEIS Major Milestones and Public Meetings

1. VBTES Station/Stop Locations (April 18, 22, and 25, 2013)
  - Station area plans
  - Park and Ride locations
2. Screening of Final Project Alternatives (September 2013)
  - Corridor alignment
  - Project costs
  - Ridership ranges
3. Results of Environmental Analysis (February 2014)
4. Formal DEIS Public Comment Period and Formal DEIS Public Hearings (Summer 2014)
5. Complete DEIS and Locally Preferred Alternative (Fall 2014)





# Virginia Beach Transit Extension Study



## Virginia Beach Transit Extension Study

### Next Step (2014-2016)

- Final Environmental Impact Statement (FEIS)
- Complete Record of Decision (ROD)

### With Selection of Fixed Guideway Alignment (2015 +)

- FTA Ranking/Rating and Engineering
- FTA Ranking/Rating and Full Funding Grant Agreement (FFGA)
- Construction
- System Operation



## Virginia Beach Transit Extension Study

### Upcoming Public Meetings

- **Community Advisory Committee Meeting**  
February 6, 2014  
6:00 to 7:00 PM  
Eastern Shore Chapel
- **Public Information Meetings**  
February 10, 2014  
6:00 to 8:00 PM  
The Westin Virginia Beach Town Center  
  
February 12, 2014  
6:00 to 8:00 PM  
Double Tree Hotel, Convention Center



Thank You



## Handouts

VBTES LIGHT RAIL TRANSIT ALTERNATIVES SUMMARY As of 1/14/2014 (Updated Real Estate Assumptions)	Alternative 1: Newtown Road to Rosemont Area Following NSRR ROW	Alternative 2: Newtown Road to Oceanfront Following NSRR ROW / Birdneck Rd. / 17th St. / 19th St.	Alternative 3: Newtown Road to Oceanfront Following NSRR ROW / Laskin Rd / Birdneck Rd / 19th St.
Length (miles)	4.8	12.2	13.5
Additional Vehicles	5 LRT Vehicles 10 Feeder Buses to Support LRT Service	10 LRT Vehicles 11 Feeder Buses to Support LRT Service	10 LRT Vehicles 11 Feeder Buses to Support LRT Service
Storage and Maintenance Facility	Existing Tide Maintenance Facility	Potters Road Site	Potters Road Site
Capital Cost			
Total Capital Cost (Year of Expenditure ~2018)	\$470M*	\$1,032M*	\$1,310M
Total Capital Cost (Current Year Dollars 2013)	\$405M*	\$890M*	\$1,130M
Operations and Maintenance (O&M) Costs			
Total Estimated O&M Costs (2012 Dollars)	\$30.1M \$5.6M LRT \$24.5M Bus	\$43.1M \$16.5M LRT \$26.6M Bus	\$43.6M \$17.0M LRT \$26.6M Bus
Estimated Local Share O&M Costs (2012 Dollars) ***	\$11.8M \$2.8M LRT \$9.0M Bus	\$17.9M \$8.1M LRT \$9.8M Bus	\$18.1M \$8.3 LRT \$9.8M Bus
Ridership Forecast			
Average Weekday Boardings (Forecast Year 2034)	3,370 Virginia Beach Only 7,180 Norfolk Only 10,550 Total System	5,295 Virginia Beach Only 7,535 Norfolk Only 12,830 Total System	8,845 Virginia Beach Only 7,820 Norfolk Only 16,665 Total System
Annualized Ridership (Forecast Year 2034)	3,159,000	3,842,000	4,990,000
Annualized Ridership w/ Visitor Boardings (2034)	3,261,000	4,182,000	5,330,000

\* Costs averaged to nearest \$5 M.

\*\*\* Current Virginia Beach Bus Service = \$8.2M in 2012 with a Local Share of \$3.0M

- Norfolk System Costs = \$ 34.5 M Total / \$ 14.2 M Local Share (2012)
- Norfolk Bus Costs = \$ 22.8 M Total / \$ 8.5 M Local Share (2012)
- Norfolk LRT Costs = \$ 11.7 M Total / \$ 5.7 M Local Share (2012)



**LIGHT RAIL TRANSIT ALTERNATIVES**




**VIRGINIA BEACH TRANSIT  
EXTENSION STUDY**




HAMPTON ROADS TRANSIT



VBTES LIGHT RAIL TRANSIT ALTERNATIVES SUMMARY As of 1/14/2014 (Updated Real Estate Assumptions)	Alternative 1: Newtown Road to Rosemont Area Following NSRR ROW	Alternative 2: Newtown Road to Oceanfront Following NSRR ROW / Birdneck Rd. / 17th St. / 19th St.	Alternative 3: Newtown Road to Oceanfront Following NSRR ROW / Laskin Rd / Birdneck Rd / 19th St.
Length (miles)	4.8	12.2	13.5
Grade Separations (LRT over Street)	<ul style="list-style-type: none"> <li>Witchduck Road</li> <li>Independence Boulevard</li> </ul>	<ul style="list-style-type: none"> <li>Witchduck Road</li> <li>Independence Boulevard</li> <li>Rosemont Road</li> <li>Lynnhaven Parkway</li> <li>London Bridge Road</li> </ul>	<ul style="list-style-type: none"> <li>Witchduck Road</li> <li>Independence Boulevard</li> <li>Rosemont Road</li> <li>Lynnhaven Parkway</li> <li>Virginia Beach Blvd/Great Neck Rd./Laskin Rd.</li> <li>First Colonial Road</li> </ul>
Bridges over Water	<ul style="list-style-type: none"> <li>Thalia Creek</li> </ul>	<ul style="list-style-type: none"> <li>Thalia Creek</li> <li>London Bridge Creek</li> </ul>	<ul style="list-style-type: none"> <li>Thalia Creek</li> <li>London Bridge Creek</li> <li>Linkhorn Bay</li> </ul>
Road Closures (Streets to be closed at LRT crossing)	<ul style="list-style-type: none"> <li>Budding Avenue</li> <li>Fir Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Budding Avenue</li> <li>Fir Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Budding Avenue</li> <li>Fir Avenue</li> </ul>
Stations	<ul style="list-style-type: none"> <li>Newtown (with Park and Ride)</li> <li>Witchduck (with Park and Ride)</li> <li>Independence (with Park and Ride) elevated options</li> <li>Rosemont (with Park and Ride)</li> </ul>	<ul style="list-style-type: none"> <li>Newtown (with Park and Ride)</li> <li>Witchduck (with Park and Ride)</li> <li>Independence (with Park and Ride) elevated options</li> <li>Rosemont (with Park and Ride)</li> <li>Lynnhaven (with Park and Ride)</li> <li>North Oceana (with Park and Ride)</li> <li>Convention Center</li> <li>Oceanfront</li> </ul>	<ul style="list-style-type: none"> <li>Newtown (with Park and Ride)</li> <li>Witchduck (with Park and Ride)</li> <li>Independence (with Park and Ride) elevated options</li> <li>Rosemont (with Park and Ride)</li> <li>Lynnhaven (with Park and Ride)</li> <li>Great Neck (with Park and Ride) elevated station</li> <li>Hilltop West</li> <li>Hilltop East (Park and Ride)</li> <li>Birdneck</li> <li>Convention Center</li> <li>Oceanfront</li> </ul>



**VIRGINIA BEACH TRANSIT  
EXTENSION STUDY**




VBTES BUS RAPID TRANSIT ALTERNATIVES SUMMARY As of 1/14/2014 (Updated Real Estate Assumptions)	Alternative 1: Newtown Road to Rosemont Area Following NSRR ROW	Alternative 2: Newtown Road to Oceanfront Following NSRR ROW / Birdneck Rd. / 17th St. / 19th St.	Alternative 3: Newtown Road to Oceanfront Following NSRR ROW / Laskin Rd / Birdneck Rd / 19th St.
Length (miles)	4.8	12.2	13.5
Additional Vehicles	7 BRT Vehicles 10 Feeder Buses to Support BRT Service	11 BRT Vehicles 11 Feeder Buses to Support BRT Service	12 BRT Vehicles 11 Feeder Buses to Support BRT Service
Storage and Maintenance Facility	Potters Road Site	Potters Road Site	Potters Road Site
Capital Cost			
Total Capital Cost (Year of Expenditure ~2018)	\$421M*	\$752M*	\$885M
Total Capital Cost (Current Year Dollars 2013)	\$364M*	\$650M*	\$765M
Operations and Maintenance (O&M) Costs			
Total Estimated O&M Costs (2012 Dollars)	\$26.4M \$1.9M BRT \$24.5M Bus	\$30.4M \$3.8M BRT \$26.6M Bus	\$30.9M \$4.3M BRT \$26.6M Bus
Estimated Local Share O&M Costs (2012 Dollars) ***	\$9.9M \$0.9M BRT \$9.0M Bus	\$11.6M \$1.8M BRT \$9.8M Bus	\$11.9M \$2.1 BRT \$9.8M Bus
Ridership Forecast			
Average Weekday Boardings (Forecast Year 2034)	1,980 Virginia Beach Only 5,820 Norfolk Only 7,800 Total System	3,365 Virginia Beach Only 6,155 Norfolk Only 9,520 Total System	5,690 Virginia Beach Only 6,245 Norfolk Only 11,935 Total System
Annualized Ridership (Forecast Year 2034)	2,521,000	3,240,000	4,008,000
Annualized Ridership w/ Visitor Boardings (2034)	2,623,000	3,580,000	4,348,000


\* Costs averaged to nearest \$5 M.

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**BUS RAPID TRANSIT ALTERNATIVES**



**VIRGINIA BEACH TRANSIT  
EXTENSION STUDY**



VBTES BUS RAPID TRANSIT ALTERNATIVES SUMMARY As of 1/14/2014 (Updated Real Estate Assumptions)	Alternative 1: Newtown Road to Rosemont Area Following NSRR ROW	Alternative 2: Newtown Road to Oceanfront Following NSRR ROW / Birdneck Rd. / 17th St. / 19th St.	Alternative 3: Newtown Road to Oceanfront Following NSRR ROW / Laskin Rd / Birdneck Rd / 19th St.
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## VIRGINIA BEACH TRANSIT EXTENSION STUDY





**Questions from Meeting Attendees**

VBTES Public Meeting #1  
Westin at the Town Center of Virginia Beach  
Monday, February 10<sup>th</sup>, 2014

Question 1: Do the O&M costs incorporate bond debt service?

Question 2: What is the total travel time difference between the three alternatives?

Question 3: Does the NSRR alternative go through APZ areas and if so, is that not a problem? Also, do APZ areas affect the Hilltop alternative?

Question 4: Where would the population come from to support the ridership projections? Has a projected population density map been completed to show areas of highest ridership potential?

Question 5: What are the factors used for escalation and contingency?

Question 6: Would fencing be used in residential areas in Thalia and Lynnhaven for safety? How many tracks would be laid down and where would the drainage ditches be placed?

Question 7: What are the costs/mile for alternatives and why hasn't a personal rapid transit system been considered?

Question 8: Would Virginia Beach citizens be allowed to vote when final alignment chosen and final budget prepared?

Question 9: Who currently owns the NSRR right-of-way?

Question 10: What is the ridership capacity for each transit technology?

Question 11: What might the City spend annually on a feeder bus system?

Question 12: How would the funding for construction costs be distributed and are construction costs in line with ridership projections?

Question 13: Would Virginia Beach share the costs for running the TIDE in Norfolk?

Question 14: Which TIDE station has the highest ridership and how much do Virginia Beach residents use the TIDE?

Question 15: Is there a line item in the budget for capital recovery costs for long term repair and maintenance?

Question 16: What is the lifetime of LRT and what are the benefits of LRT?

Question 17: Why hasn't Norfolk experienced development related to LRT?

Question 18: Why haven't the O&M costs been projected to 2018 YOE dollars and 2034 ridership projections? Why are the baseline years for each analysis different?

Question 19: Could initial capital costs be recovered and how are subsidies factored in?

Question 20: Are the carrying costs for the project factored into capital costs?

Question 21: Where is the money coming from to finance the project?

Question 22: Why wouldn't LRT reduce congestion when that was promoted during the referendum?

VBTES Public Meeting #2  
Doubletree at the Virginia Beach Convention Center  
Wednesday, February 12<sup>th</sup>, 2014

Question 1: How would the alignment travel under I-264?

Question 2: How would billboards for Rosemont Park & Ride be relocated?

Question 3: What is the difference in federal money availability for each alternative?

Question 4: How would property impacts on Birdneck Road be limited?

Question 5: Who would be awarding construction contract and who would manage construction process?

Question 6: What is the forecasted ridership for the North Oceana Station?

Question 7: Why wasn't Virginia Beach Boulevard considered as a potential travel corridor?

Question 8: How would the Hilltop alternative make Laskin Road more attractive and change the standard of development?

Question 9: How does the Navy feel about development along the Hilltop alignment?

Question 10: What is the ridership difference among the alternatives?

Question 11: How were ridership numbers projected?

Question 12: Are current Virginia Beach riders included in the ridership forecast?

Question 13: Is there an opportunity to partner with the Navy and increase ridership/connectivity to NAS Oceana?

Question 14: Does the Navy have an issue with the North Oceana station?

Question 15: Have you considered a single track alignment?

Question 16: How many Park & Rides would there be for the Hilltop alternative?

Question 17: Why is there a difference in ridership projections for LRT and BRT?

Question 18: What is the difference in infrastructure needed for LRT and BRT?



Question 19: Why doesn't the City think another alignment isn't more appealing than the Hilltop alternative regarding development potential?

Question 20: How would the alignment bypass I-264 at Great Neck Road?

Question 21: What simulation model was used to determine LOS analysis?

**Public Involvement Summary**



**Public Involvement Summary**

**Virginia Beach Transit Extension Study DEIS**

**March 2014**

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## **1.0 Introduction**

This document describes the public and agency coordination efforts for the Virginia Beach Transit Extension Study. The Draft Environmental Impact Statement (DEIS) is a document that is separate from the Final Environmental Impact Statement (FEIS) that was previously prepared for the Norfolk-Virginia Beach Light Rail Transit System in March 2000 and the DEIS for the Virginia Beach Transit Extension Study that was initiated in 2009 but halted in 2011. This document addresses the potential environmental and community impacts that building, operating, and maintaining the transit extension in Virginia Beach and the potential benefits and impact associated with the current station locations and alignment options.

### **1.1 Public and Agency Involvement**

The goal of the public and agency involvement program and process is to have an informed local community and government leadership to help make decisions regarding the impacts and implementation of a locally preferred alternative.

The affected community includes not only the residents in the VBTES Corridor, but also individuals, businesses, groups, and others interested in the study area. The planning process was structured and implemented to ensure that all relevant factors were considered, including the affected community's concerns and issues related to the project's purpose and need, engineering solutions, social impacts, environmental impacts, economic effects, financing, and other items of concern to the community.

#### **1.1.1 Public Outreach Activities and Information Exchange**

Public and agency involvement activities were designed to coincide with major project milestones in order to provide relevant information to stakeholders at key decision points in the study process.

The public and agency involvement process is open to ensure that interested parties have an opportunity to be involved in planning. Stakeholders had an opportunity to direct, review, and comment on the DEIS analysis and results at major milestones reached during the course of the study.

## **1.2 Agency Coordination**

### **1.2.1 Agency Coordination Plan**

Throughout the DEIS process, Hampton Roads Transit (HRT) has coordinated with local, state, and federal agencies that oversee the management of natural resources in the project area. Since these agencies oversee impacts and issue permits regarding their resource areas, it is important to include them from project initiation throughout the life of the project. In this way, issues are identified early so that they can be properly considered and, if necessary, avoided, minimized, or mitigated as the project progresses.

#### **1.2.2 Agency Coordination Activities**

Agencies were invited to participate in the planning process through invitation to become a lead agency or a participating agency.

The lead agencies are responsible for functions traditionally performed in preparing an Environmental Impact Statement (EIS) in accordance with 23 CFR part 771 and 40 CFR parts 1500-1508. In addition, the lead agencies identify and involve participating agencies; develop coordination plans; provide opportunities for public and participating agency involvement in defining the purpose and need and determining the range of alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of the alternatives. Lead agencies also provide increased oversight in managing the process and resolving issues. HRT is this study's lead agency.

A participating agency is a federal, state, or local government agency that has an interest in the project and has agreed to participate in the NEPA processes. Participating agencies play a critical role in defining the project and identifying issues of concern in areas such as purpose and need, range of alternatives, and methodologies. Participating agencies for the VBTES include:

#### Federal Agency

- Federal Highway Administration
- Federal Transit Administration
- U.S. Coast Guard
- U.S. Fish and Wildlife Service
- U.S. Navy

#### State Agency

- Virginia Department of Environmental Quality (VDEQ)
- Virginia Department of Game and Inland Fisheries
- Virginia Department of Rail and Public Transportation (VDRPT)
- Virginia Department of Transportation
- Virginia State Historic Preservation Office

An agency coordination meeting was held on September 9, 2009 with members of the project team and key regulatory agency representatives who were interested in the project. The purpose of the meeting was to provide the attendees with an understanding of the project's purpose and to obtain agency input on the project. The agency representatives were invited to comment on issues of special concern along the VBTES study corridor. The agency comments were used, along with other transportation and environmental data and the analysis collected during the environmental studies, to help identify the purpose of the project, develop alternatives, and make decisions regarding the methodology for the alternative analysis.

Letters of notification were mailed on August 25, 2009, to about 40 city and state agencies representing interests in the VBTES. These letters invited agency representatives to attend the meeting, requested agency involvement as a cooperating or participating agency for the VBTES AA/SDEIS, and solicited agency comments on the resources in the corridor. The following agencies sent representatives to attend the agency project initiation meeting for the VBTES:

- Virginia Department of Health
- U.S. Coast Guard, District 5

- Virginia Department of Agriculture and Consumer Services
- Hampton Roads Transportation Planning Organization

### **1.2.3 Local Government Coordination**

All local government agencies, special regulatory authorities and civic leagues were invited to participate in the planning process. The study team actively engaged these parties by visiting their offices and presenting project information at organization meetings. VBTES project updates were presented at the following local organizations:

- Princess Anne Historical Society
- Homestead Civic League
- Conference of Minority Transportation Officials (COMTO)
- Thoroughgood Civic League
- North Beach Civic League
- Birdneck Civic League
- Back Bay/Pungo Civic League
- Kempsville Lions Club
- Rotary Club of Princess Anne
- Resort Advisory Committee (Transportation /Parking/Pedestrian Committee)
- Kempsville Ruritan Club
- Cavalier Golf and Yacht Club
- Benevolent Society
- Cavalier Park/Bay Colony Civic League

### **1.2.4 City Council Presentations**

HRT attended three Virginia Beach City Council meetings to brief the Council on the status of the study at key project milestones (as of Feb 2011). These public updates were used to inform City Council about the status of the project and allow for Council direction as necessary. Information presented to the Council was posted online and received about 400 views as of February 2011.

### **1.2.5 Transportation District Commission of Hampton Roads (TDCHR) Updates**

The TDCHR is HRT's governing board. Project staff provided 17 updates on VBTES progress (as of Feb 2011) to the Commission.

### **1.2.6 Technical Advisory Committee**

The use of a Technical Advisory Committee (TAC) provided a forum for representatives from local and regional agencies to provide input on technical methods and agency requirements. The TAC consists of staff from key organizations, including the City of Virginia Beach, HRT, Metropolitan Planning Organization, Virginia Department of Transportation, Virginia Department of Rail and Public Transportation, Virginia Department of Environmental Quality, and other regulatory agencies.

The TAC provides a forum for discussing reliability of technical methods, assumptions, and results throughout the study. Participation and input from committee members ensures that the study complies with all requirements of local, state, and federal agencies. The TAC also provides review of technical reports and findings produced during the study and comment on the reasonableness of the approach and results. A list of all TAC participants is provided in Appendix A of this document.



### **1.3 Public Coordination**

Throughout the AA/SDEIS process, the public was encouraged to raise relevant issues with the project team for consideration through an open exchange of ideas and views. Public participation activities were scheduled as related technical work is conducted.

HRT made efforts to include citizens, interested community, business, and environmental groups, elected and appointed officials, local agencies and jurisdictions. Special effort was also made to include members of the public who may be under-represented, such as minorities, low-wage earners, and people with disabilities and accommodate special needs.

#### **1.3.1 Public Involvement Plan**

A Public Involvement Plan (PIP) was created to coordinate and manage public involvement for the VBTES. The PIP identified the specific participation by HRT and coordination with other related agencies. Public involvement activities were consistent with federal policy to regularly encourage public involvement.

#### **1.3.2 Project Initiation Meetings**

HRT relies on public comments to help identify issues as well as to gauge public sentiment about the proposed improvements. Because some of the alternatives under consideration for the project could affect adjacent property owners, a combination of measures was taken to ensure that the public was notified about the project and invited to participate in the process. On August 21, 2009, a postcard with project information and meeting invitation was sent to about 5,200 property owners within ¼ miles of the Norfolk-Southern right-of-way. In addition, invitation letters for the meeting were mailed to CAC members, TAC members, local civic league presidents, and area neighborhood associations. A list of CAC and TAC members is provided in Appendix A of this document.

The first of two project meetings, officially called *Project Initiation Meeting* was held September 9, 2009 at Princess Anne High School in Virginia Beach, Virginia. Approximately 178 individuals (this number includes HRT staff and consultant staff) signed-in throughout the duration of the open house. The second Project Initiation Meeting was held September 10, 2009, at the Virginia Beach Convention Center in Virginia Beach, Virginia. Approximately 126 individuals (this number includes HRT staff and consultant staff) signed in throughout the duration meeting.

The open house meeting began with a brief presentation designed to educate the public on the proposed project. Participants were encouraged to view display boards and visit information stations containing materials related to VBTES study topics. Each information station was staffed by a knowledgeable project representative that could answer questions specific to that topic.

Advertisements were placed on Thursday September 3 and Sunday September 6, 2009 in the following publications:

- Virginia Beach Beacon
- The Virginian-Pilot

Prior to the Project Initiation Meeting, stories about the VBTES AA/SDEIS project appeared on WAVY 10, Channel 3 WTKR, and News 13 before both Project Initiation Meetings.

All meeting materials including meeting announcement, PowerPoint presentation, information display boards, informational handouts and comment forms were posted on the project Web site [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes) for continued access to relevant project information. See Appendix B, Project Initiation Meeting Materials and Appendix C Public Questions and Comments.

### **1.3.3 Public Meetings**

#### **September 2009 Public Open House Meeting**

On September 9 and 10, 2009, HRT held its first public open house meetings. A brief presentation was conducted then the open house and discussions began. There were stations with display boards, manned by consultant, City of Virginia Beach and HRT staff. The stations were set up by topic. The topics included:

1. Corridor and Station Areas
2. Evaluation Measures and Criteria
3. Environmental Issues
4. Traffic and Transportation
5. Strategic Growth Areas/Comprehensive Plan
6. Public Involvement

At this meeting, the public showed interest in the project albeit it was in its very early stages. More than 260 people attended the meetings to learn about the project and to talk with staff. Public comments were received on comment forms distributed at the meeting and by email to HRT.

Meeting announcements were posted to the VBTES webpage. Email notifications were sent out through an email subscription service GovDelivery to subscribers and the consultant's database. Meeting materials were posted on the VBTES website including the meeting PowerPoint presentation.

#### **December 2009 Station Area Workshops**

A station area workshop was held on December 2 and 9, 2009, to update the community about progress of the VBTES since the last public meetings and provide an overview of potential transit technologies within the project corridor and examples from other transit systems. A brief presentation informed the community about potential areas for transit stations within the proposed study area and gather community input. The meeting format engaged in breakout sessions with small groups in an interactive setting to inform the planning team on how each station area could fit into the surrounding

communities. The breakout sessions were led by facilitators from the consultant team and city staff. Group breakout sessions were by corridor segments:

Segment 1 (Newtown to Town Center); Segment

Segment 2 (Town Center to Lynnhaven); and Segment

Segment 3 (Lynnhaven to Birdneck & Birdneck to Oceanfront)

There were note takers in each session to capture comments. All meeting notes were transcribed. See Appendix C for group notes. Meeting announcements were posted to the VBTES webpage. Email notifications were sent out through an email subscription service GovDelivery to subscribers and the consultant's database.

Meeting materials were posted on the VBTES website including the meeting PowerPoint presentation, summary of comment resulting from the September 2009 meeting and updated Frequently Asked Questions information sheet prior to the Station Location Workshop. More than 100 people attended the workshops.

Local news channels WTKR 3 and Channel 13 reported on the Station Area Workshop. These reports provided a summary of the project and directed residents to the VBTES website for further information and opportunity to comment. See Appendix D, Station Area Workshop Summary.

### **June 2010 Public Open House Meeting**

On June 30, 2010, HRT held a public open house meeting to provide an overview of the work underway for the Virginia Beach Transit Extension Study (VBTES) and an update on the status of the VBTES, including the latest information about the following:

- Transit technology (Bus Rapid Transit and Light Rail Transit)
- Alignment alternatives east of the inactive Norfolk Southern railroad right of way
- Vehicle Storage and Maintenance Facility
- Potential grade separations (elevated crossings at major intersections)
- Stations

Following the presentation, the Open House format allowed the audience to ask questions directly of HDR, HRT and city staff stationed by maps and other static displays.

- East of Birdneck Alternatives
- Maintenance Facility
- Strategic Growth Areas/Transportation Technology



More than 100 people attended. Meeting announcements were posted to the VBTES webpage. Email notifications were sent out through an email subscription service GovDelivery to subscribers and the consultant's database. Meeting materials were posted on the VBTES website. See Appendix I for meeting notes in addition to:

- ❖ Flyer about upcoming meetings will be emailed to HRT VBTES database list – about 580
- ❖ Flyer about upcoming meetings emailed to HRT Gov Delivery list
- ❖ HRT will design and place ad in *Virginia Beach Beacon* the Sunday before the first meeting
- ❖ Customer Alert placed on HRT's website – along with flyer – generally posted about 2 weeks before meetings start
- ❖ HRT will do postings on Facebook about two weeks prior to meetings, and then the day before and the day of each of the meetings
- ❖ Information posted at various HRT transfer sites – Newtown Road Station, 19<sup>th</sup> & Pacific, Silverleaf, 18<sup>th</sup> Street, Pembroke East Transfer area, TCC transfer center (done by HRT Customer Service staff)
- ❖ Information/flyer will be given to city staff and they will generally post to their website.
- ❖ Press release that HRT will send to all local media. At least 48 hours prior to each meeting.
- ❖ The same press release will be emailed to consultant's Va. Beach community database two weeks prior to the first meeting.

### **February 2013 Public Open House Meetings**

On February 25 and 28, 2013, there were public open house meetings to provide residents an overview of how high capacity transit services could be incorporated into the Hilltop area as part of the Transit Extension Study and provide input on how access to Hilltop might be achieved from the original alignment and where passenger stations may be located.

Following a presentation, HRT staff addressed audience questions directly. There were display boards and maps available for the public to view. City, HRT and consultant staff were available to address questions one-on-one following the group question-and-answer period. More than 160 people attended.

Note takers captured comments and questions from the attendees. See Appendix J for notes and comments. Meeting notices were sent to the local media and to those in HRT's and the consultant's respective databases as well as:

- ❖ Flyer about upcoming meetings will be emailed to HRT VBTES database list – about 580

- ❖ Flyer about upcoming meetings emailed to HRT Gov Delivery list
- ❖ HRT will design and place ad in *Virginia Beach Beacon* the Sunday before the first meeting
- ❖ Customer Alert placed on HRT's website – along with flyer – generally posted about 2 weeks before meetings start
- ❖ HRT will do postings on Facebook about two weeks prior to meetings, and then the day before and the day of each of the meetings
- ❖ Information posted at various HRT transfer sites – Newtown Road Station, 19<sup>th</sup> & Pacific, Silverleaf, 18<sup>th</sup> Street, Pembroke East Transfer area, TCC transfer center (done by HRT Customer Service staff)
- ❖ Information/flyer will be given to city staff and they will generally post to their website.
- ❖ Press release that HRT will send to all local media. At least 48 hours prior to each meeting.
- ❖ The same press release will be emailed to consultant's Va. Beach community database two weeks prior to the first meeting.

#### **April 2013 Public Open House Meetings**

On April 18, 22 and 25, 2013, there public open house meetings to give an overview of the proposed station options along the NSRR as well as the Laskin/Hilltop and Oceanfront areas. More than 130 people attended.

Following a presentation, HRT staff addressed audience questions directly. There were display boards and maps available for the public to view. City, HRT and consultant staff members were available to address questions one-on-one following the group question-and-answer period.

Note takers captured comments and questions from the attendees. See Appendix K for meeting notes. Meeting notices were sent to the local media and to those in HRT's and the consultant's respective databases.

#### **September 2013 Public Open House Meetings**

On September 23, 25 and 26, 2013, there were public open house meetings to give a ridership and cost overview. Following a presentation, HRT staff addressed audience questions directly. There were display boards and maps available for the public to view. City, HRT and consultant staffs were available to address questions one-on-one following the group question-and-answer period

More than 160 people attended. Note takers captured comments and questions from the attendees. See Appendix L for meeting notes. Meeting notices were sent to the local media and to those in HRT's and the consultant's respective databases. Additional marketing of the meetings included:

- ❖ Flyer about upcoming meetings will be emailed to HRT VBTES database list – about 580
- ❖ Flyer about upcoming meetings emailed to HRT Gov Delivery list
- ❖ HRT will design and place ad in *Virginia Beach Beacon* the Sunday before the first meeting
- ❖ Customer Alert placed on HRT's website – along with flyer – generally posted about 2 weeks before meetings start
- ❖ HRT will do postings on Facebook about two weeks prior to meetings, and then the day before and the day of each of the meetings
- ❖ Information posted at various HRT transfer sites – Newtown Road Station, 19<sup>th</sup> & Pacific, Silverleaf, 18<sup>th</sup> Street, Pembroke East Transfer area, TCC transfer center (done by HRT Customer Service staff)
- ❖ Information/flyer will be given to city staff and they will generally post to their website.
- ❖ Press release that HRT will send to all local media. At least 48 hours prior to each meeting.
- ❖ The same press release will be emailed to consultant's Va. Beach community database two weeks prior to the first meeting.

### **February 2014 Public Open House Meetings**

On February 10 and 12, 2014, public open house meetings were held to update the public about the study and included ridership, costs, alignments and the process for the locally preferred alternative. More than 60 people attended the meetings. Following a presentation, HRT staff addressed audience questions directly. There were display boards and maps available for the public to view. City, HRT and consultant staffs were available to address questions one-on-one following the group question-and-answer period

To raise awareness about the meetings, the following marketing steps were implemented:

- ❖ Flyer about upcoming meetings will be emailed to HRT VBTES database list – about 602
- ❖ Flyer about upcoming meetings emailed to HRT Gov Delivery list
- ❖ HRT will design and place ad in *Virginia Beach Beacon* the Sunday before the first meeting
- ❖ Customer Alert placed on HRT's website – along with flyer – generally posted about 2 weeks before meetings start
- ❖ HRT will do postings on Facebook about two weeks prior to meetings, and then the day before and the day of each of the meetings



- ❖ Information posted at various HRT transfer sites – Newtown Road Station, 19<sup>th</sup> & Pacific, Silverleaf, 18<sup>th</sup> Street, Pembroke East Transfer area, TCC transfer center (done by HRT Customer Service staff)
- ❖ Information/flyer will be given to city staff and they will generally post to their website.
- ❖ Press release that HRT will send to all local media. At least 48 hours prior to each meeting.
- ❖ The same press release will be emailed to consultant's Va. Beach community database two weeks prior to the first meeting.

#### **1.3.4 Presentations at Community and Business Organizations**

The Project Team sent about 175 project information letters to local community and business organizations. This effort resulted in about 19 requests for briefings to interested community and business groups. Briefings included a presentation and distribution of project information to that group. The project team estimates that this effort reached more than 520 attendees from project inception through February 2011.

#### **1.3.5 Community Advisory Committee (CAC) Meetings**

The formation of a Community Advisory Committee (CAC) further allowed community members to share detailed knowledge of the community, provide their unique perspective and act as community liaisons. The project team began formation of the Community Advisory Committee (CAC) in August of 2009 by sending invitation letters to members of the community. The members of the CAC were selected by Hampton Roads Transit in collaboration with the City of Virginia Beach. The purpose of the committee is to advise HRT, the City of Virginia Beach, and the consultant team on issues and potential impacts related to the alternatives under consideration within the study corridor. The CAC is comprised of representatives from organizations that represent neighborhoods, civic leagues, places of worship, and representatives of businesses that are within the project corridor.

The first CAC meeting was held on October 28, 2009 and the second was held June 24, 2010. The purpose of the first meeting was to present the CAC with project information and obtain community input. After a brief presentation, the CAC members divided into breakout groups to discuss transportation, environmental, community impacts and other resources within the study corridor.

The purpose of the second meeting was to update the CAC on project progress including station areas, Vehicle Storage Maintenance Facility (VSMF) issues, and East of Birdneck Alternatives. Six CAC members attended this meeting to provide both written and verbal comment on the project.

The CAC was expanded to include citizens in the Laskin Road corridor. A letter of invitation was sent by HRT to 35 stakeholders who may have a residence or business in the study area. Their role would be to share their knowledge of the Laskin Road corridor, identify potential study issues in the area, and help refine solutions to issues raised. The third CAC meeting was held on February 21, 2013. The purpose of

this meeting was to present the CAC members with Laskin Road corridor-specific project information and obtain community input. After a presentation, questions from CAC members were addressed.

The fourth CAC meeting was held on April 17, 2013. The purpose of this meeting was to update the CAC members about the Laskin Road corridor portion of the study. After a presentation, questions from the CAC members were addressed.

The fifth CAC meeting was held on February 6, 2014. The purpose of this meeting was to update the CAC members about the study. After a presentation, questions from the CAC members were addressed.

Regular emails and newsletters mailings were sent to CAC members to keep them up-to-date on developments throughout the life of the project.

The CAC is important to the process because its members provide unique input that combines ongoing, detailed knowledge of the project with the perspectives of community residents and business owners. See Appendix A, CAC & TAC Members and Meeting Notes and sign-in sheets.

#### **1.4 Other Public Outreach**

##### **1.4.1 Website**

A project website, [www.gohrt.com/vbtes](http://www.gohrt.com/vbtes), was set up to provide up-to-date information to interested parties. Meeting materials including presentations given, information boards displayed and handouts distributed were posted on the project website. The website also allowed for the community to access and electronically submit comment forms.

##### **1.4.2 Facebook**

HRT maintains a Facebook page for public outreach purposes which will include project announcements. Facebook users may leave comments on the page.

##### **1.4.3 Twitter**

HRT maintains a Twitter page for public outreach purposes, which will include project announcements. Twitter users may leave comments on the page.

##### **1.4.4 Correspondence**

Marie Arnt, Public Outreach Coordinator for the Virginia Beach Transit Extension Study managed email, written and telephone correspondence for the project. Participants were given Ms. Arnt's direct email address, telephone number and mailing address. Ms. Arnt also attended all public, agency, TAC and CAC meetings.

##### **1.4.5 Distribution Database**

HRT and the project team maintained and updated a contact database of all relevant elected and appointed officials, agencies and consultants at the federal, regional, state and local levels; interested parties; individual stakeholders (business or resident) and groups; and civic associations. HRT's

communications database, GovDelivery, tracked all inquiries, comments, and responses submitted to HRT. Notice of all public meetings, newsletters and email updates was sent to each listed contact. See Appendix E, Monthly Report on Public Involvement Activities and Correspondence.

#### **1.4.6 Newsletters**

Newsletters containing study updates were produced and distributed at key project milestones during the study period. This includes a newsletter for project initiation and six additional project update newsletters (as of February 2014). Newsletters are distributed electronically to all interested parties on the project email list maintained by HRT. See Appendix F, Project Newsletters.

#### **1.4.7 Email Update**

In addition to newsletters, e-mail updates were produced and sent monthly to all contacts in the GovDelivery database. As of February 2014, about 5,000 email updates were sent to interested parties.

#### **1.4.8 Press Releases/Media Contacts/News Articles**

News releases were used to help distribute information to a wider audience by seeking coverage through television, radio, Internet, and in print. HRT used a variety of tools to communicate project information to the media, including making experts available for interviews, press releases, and public service announcements. See Appendix G, Press Releases, Media, and Articles

Seven press releases were developed on:

September 2009	April 2013
December 2009	September 2013
June 2010	February 2014
February 2013	

About 221 news articles relevant to the VBTES project were published in local newspapers and local television news media. All news articles will be posted to HRT's Press Room on HRT's webpage, [www.gohrt.com](http://www.gohrt.com).

There also were newspaper editorials (from newspaper publishers) and letters to the editor. These are by year:

2009 – 39	2013 – 20
2010 – 52	2014 – 3
2011 – 19	
2012 – 38	



#### **1.4.9 Stakeholder Interviews**

Stakeholder interviews and group interviews were conducted July – September 2009. Thirty-three (33) individuals or groups were interviewed and five stakeholders responded in writing to our interview questionnaire. Stakeholders were selected by either their proximity to the study corridor or leadership position in special interest organizations.

The purpose of these interviews was to incorporate participant interests and concerns into the project development process. A strong cross-section of stakeholders interviewed represented such interests as environment, education, business, economic development, bike and trails and tourism. Topics of interest to stakeholders included right-of-way, project schedule, project costs, appearance of the light rail, displacement concerns, grade separation, referendum and others. See Appendix H, Stakeholder Interviews.

#### **1.4.10 Presentations at Community Businesses**

HRT and the City of Virginia Beach met with community and business groups to provide project updates to organizations during their regular meetings. See Appendix E, Monthly Report on Public Involvement Activities.

### **1.5 Conclusion**

The public involvement process was robust and inclusive. The Public Involvement Plan was implemented beyond what was proposed. The public meetings attracted more than 1100 people. With more than 200 news articles in traditional and digital form, it demonstrates a high media interest in this study.

Every opportunity was provided for citizens to engage in this study. They had options to communicate by email, letters, public meetings, telephone or fax. Every comment, question or concern was recorded and saved. We developed and widely distributed newsletters and posted every form of display and communication so the public could have access at any time. All collateral materials used at meetings were promptly posted on the VBTES website or copies were mailed to those without Internet access. Those materials included display boards, newsletters, maps and power point presentations.

Briefings before the HRT board and Virginia Beach City Council were all public meetings. These briefings occurred prior to each public open house meeting so information was readily available to citizens even in advance of the public open house meetings.

This study and the process to engage the public began and remained transparent throughout the study period.

## Appendix N September 2014 Public Meetings

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### Presentation





## Presentation

1. Project Background
2. Town Center Alternative
3. Town Center Capital Costs and Ridership Forecasts
4. Study Schedule







VIRGINIA BEACH TRANSIT EXTENSION STUDY

# PROJECT BACKGROUND



## Project Goals

- Provide additional mobility opportunities in the east-west corridor
- Expand multi-modal transportation system that supports local land use plans and initiatives (Strategic Growth Areas)
- Develop transportation infrastructure that supports the regional tourism industry



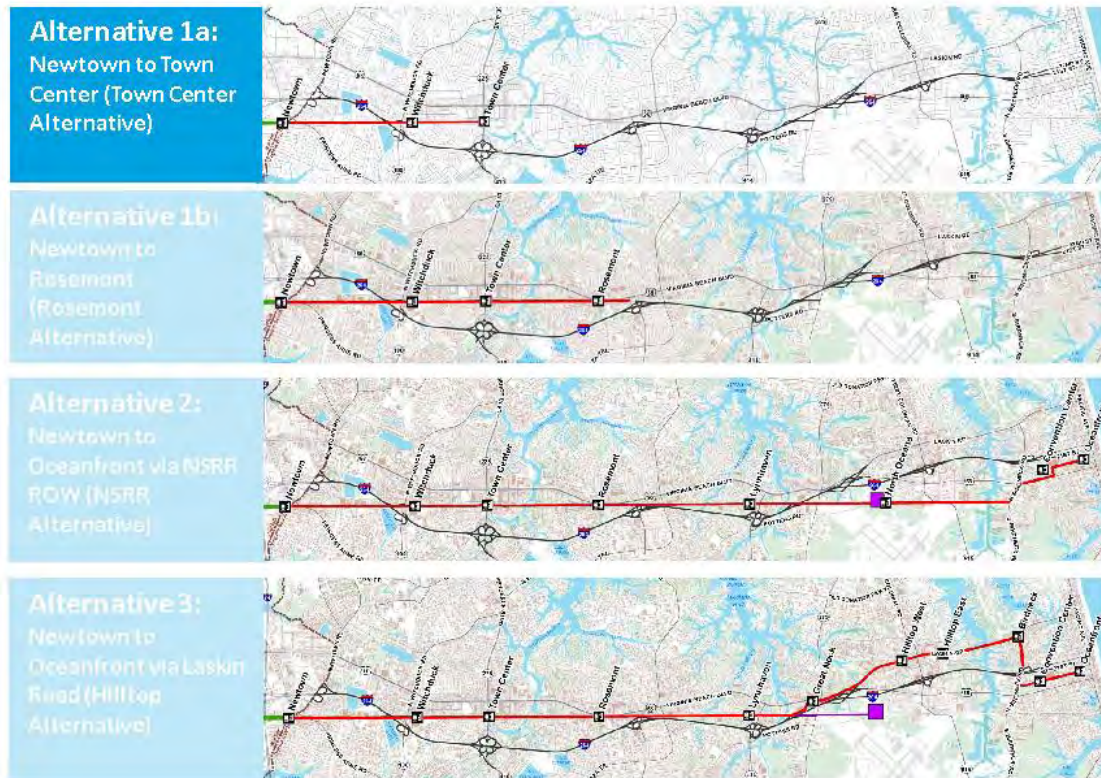
## Virginia Beach Transit Extension Study

The Virginia Beach Transit Extension Study (VBTES) is examining the best transit options for a former freight rail right of way that runs from Newtown Road to Birdneck Road in Virginia Beach. The study area extends from Newtown Road to the Oceanfront area on 19<sup>th</sup> Street.

- Four Fixed Guideway Alignment Alternatives from Newtown Road
  - **Alternative 1a: ~3 miles to the Town Center Area**
  - Alternative 1b: 4.8 miles to the Rosemont Area
  - Alternative 2: 12.2 miles to the Oceanfront along the NSRR corridor (with Maintenance Facility)
  - Alternative 3: 13.5 miles to the Oceanfront through the Hilltop Area (with Maintenance Facility)





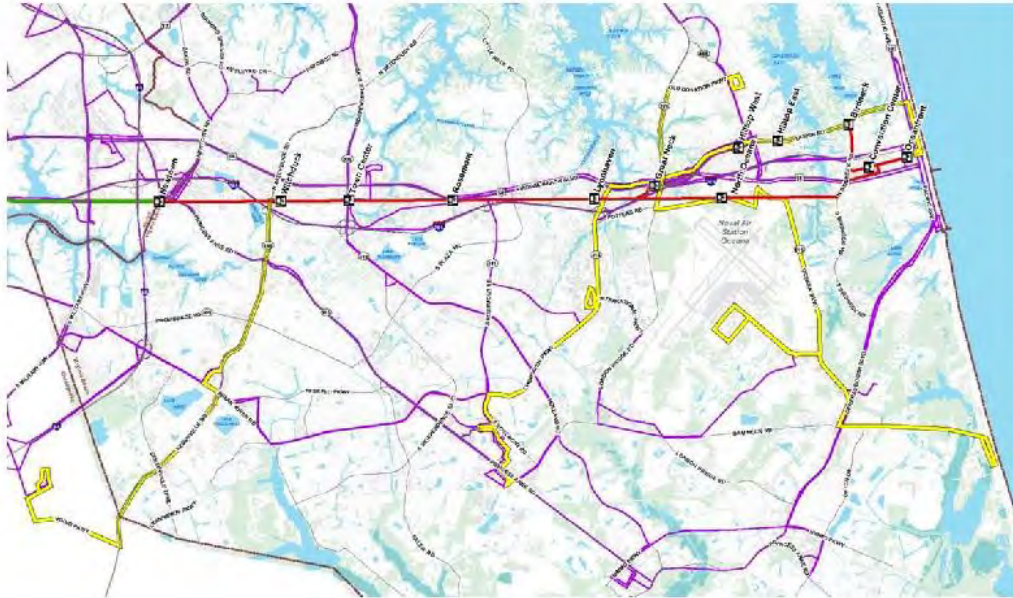


## DEIS Technology Alternatives

- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)



## Feeder Bus Routes





## Enhanced Fixed Route System Operations

- Two new bus routes and two modified routes
- Extended AM and PM hours
- Additional service days (weekends)
- Increased frequency of service

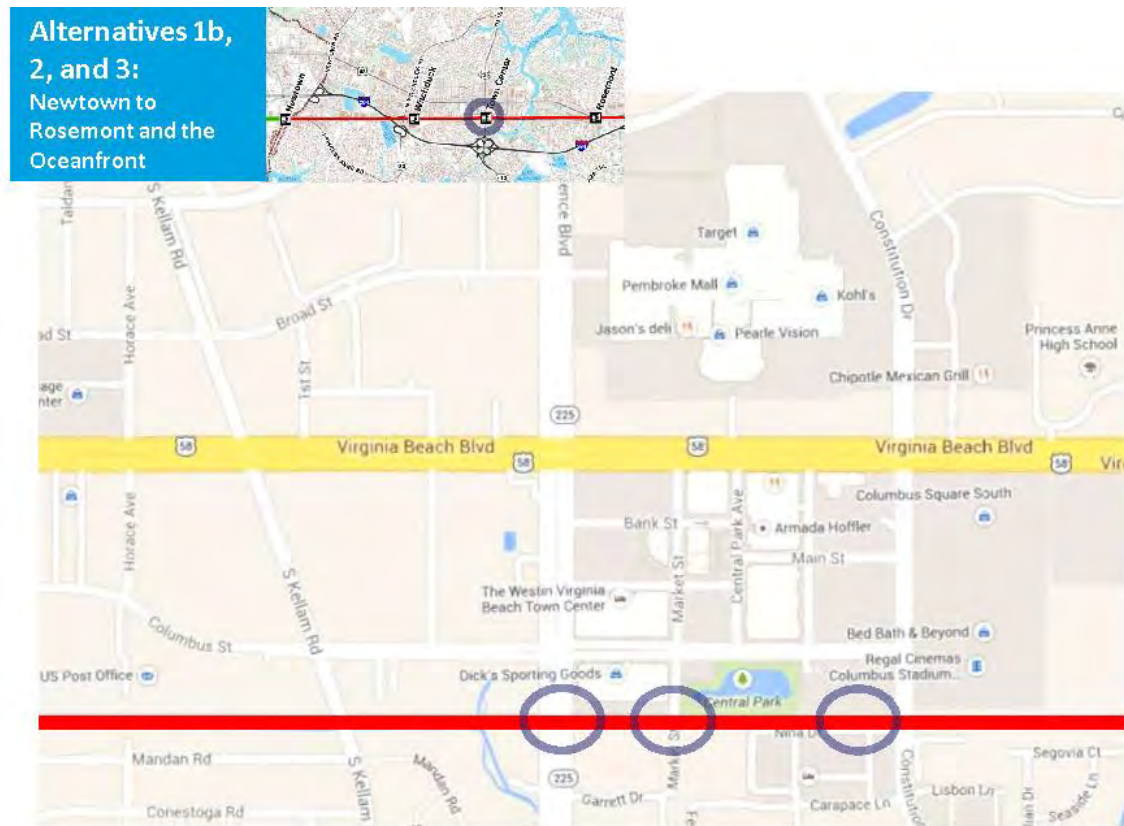




VIRGINIA BEACH TRANSIT EXTENSION STUDY

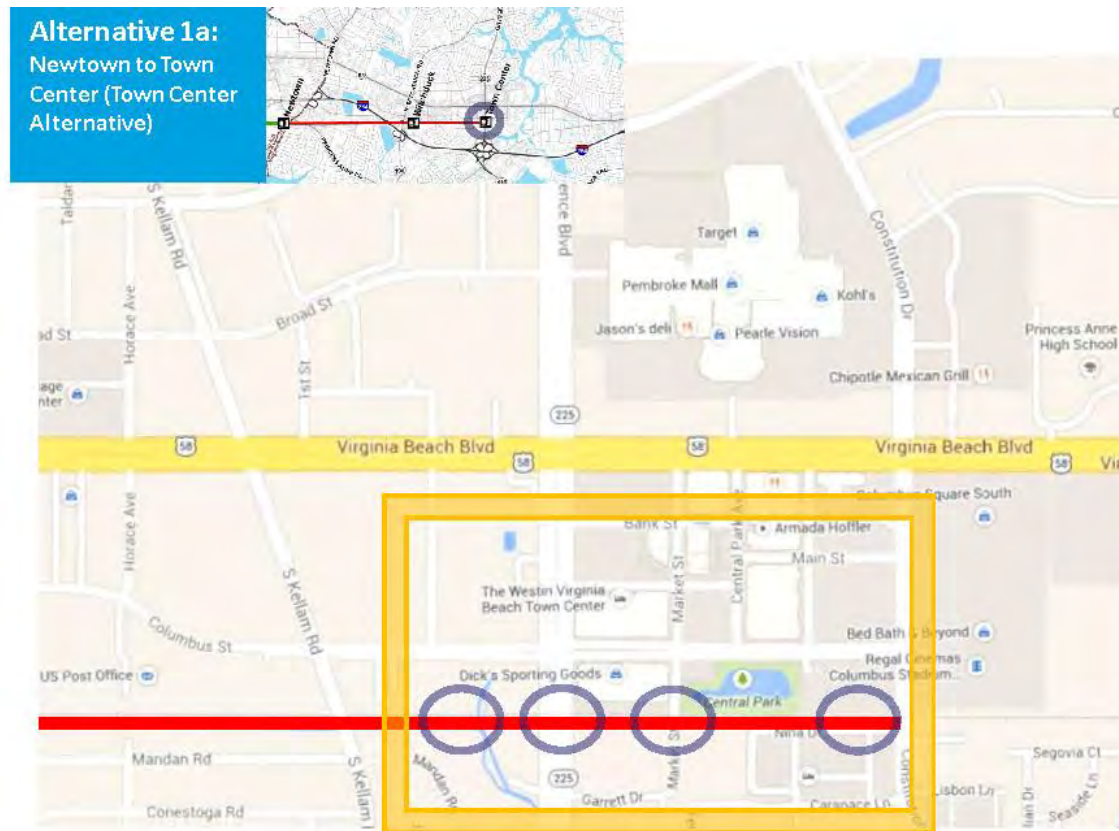
# TOWN CENTER ALTERNATIVE

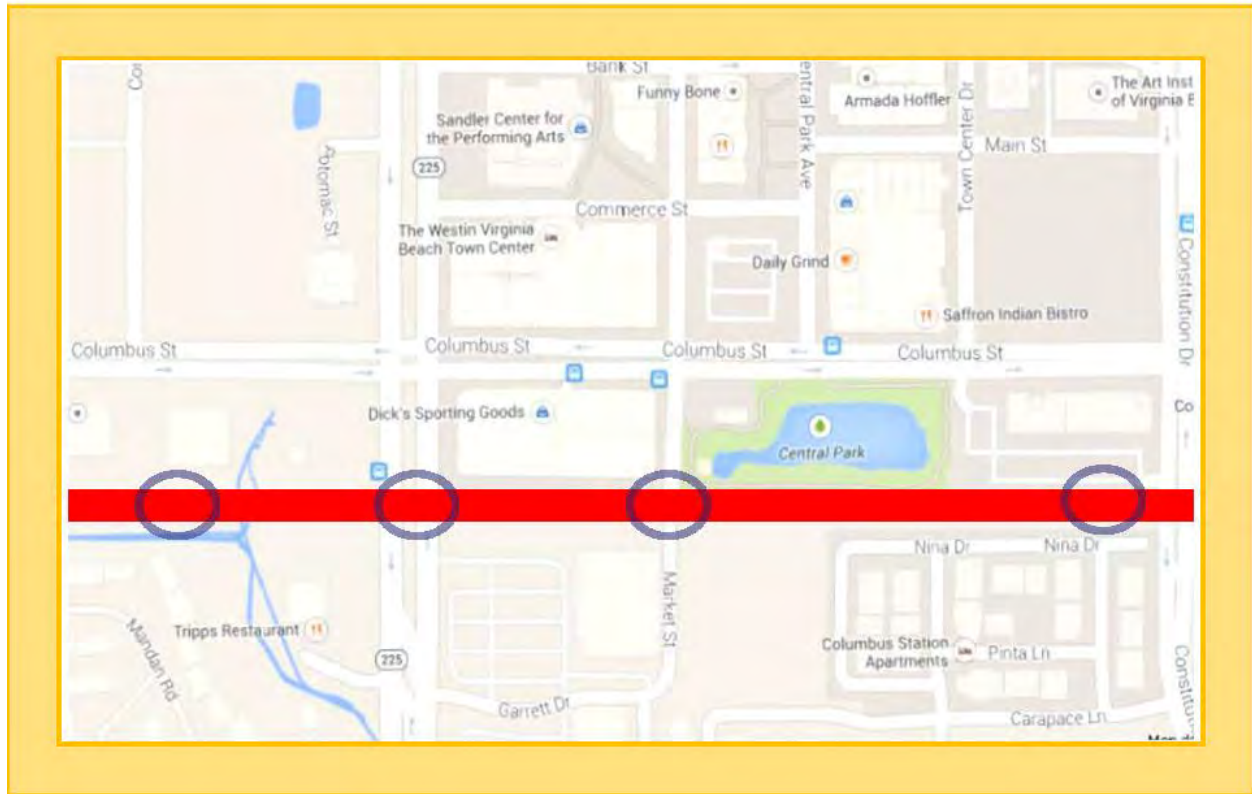




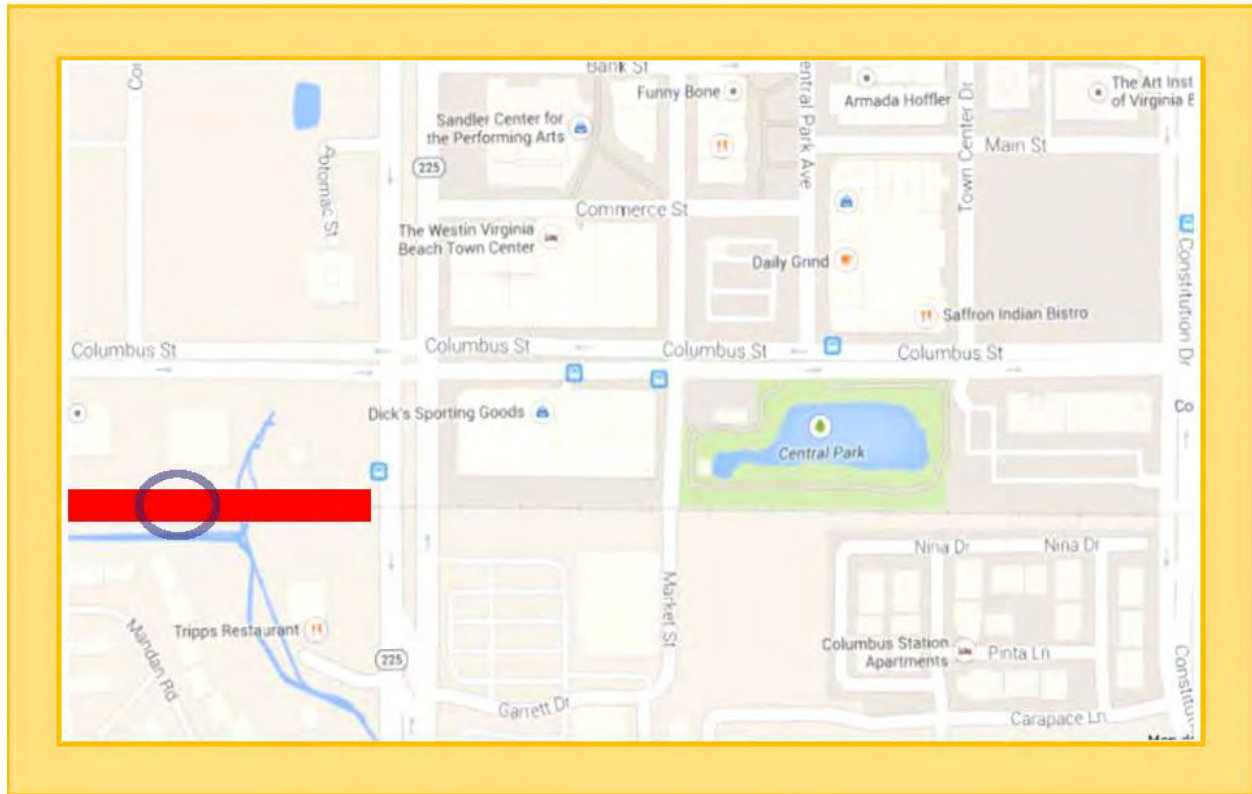


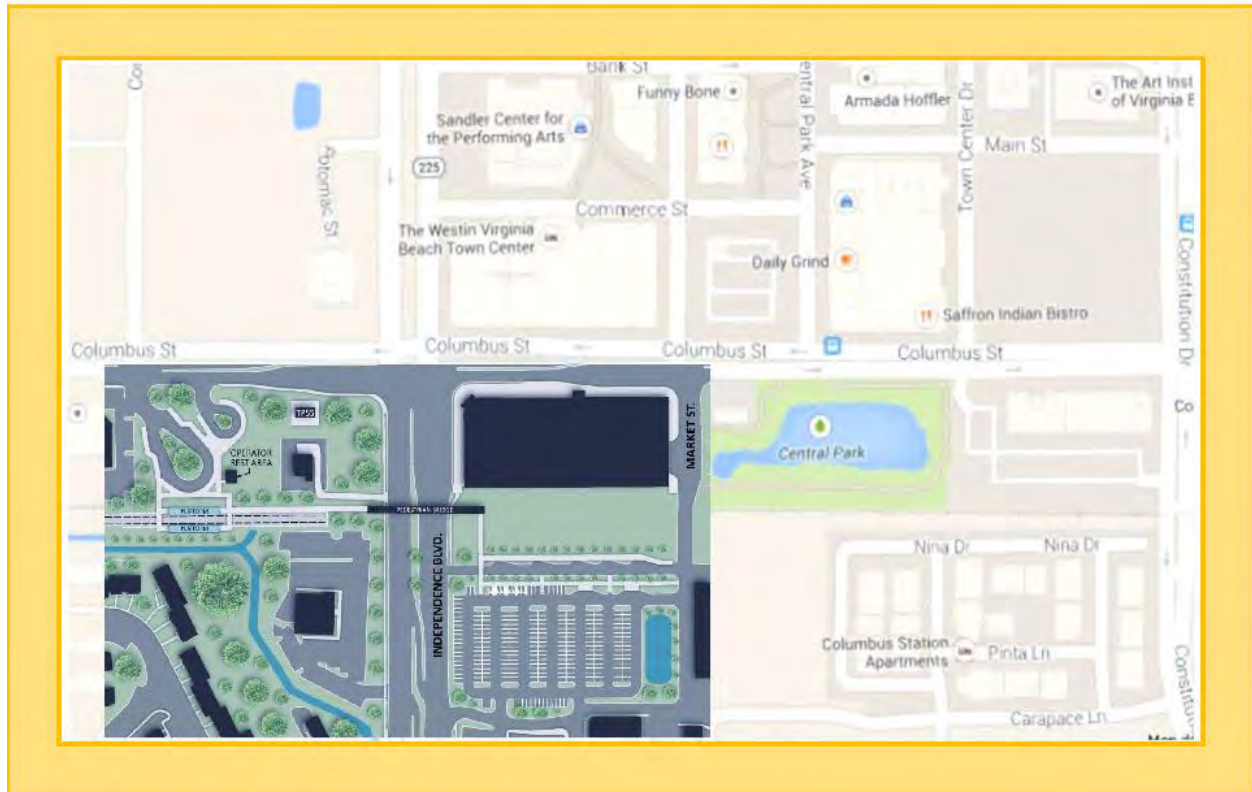






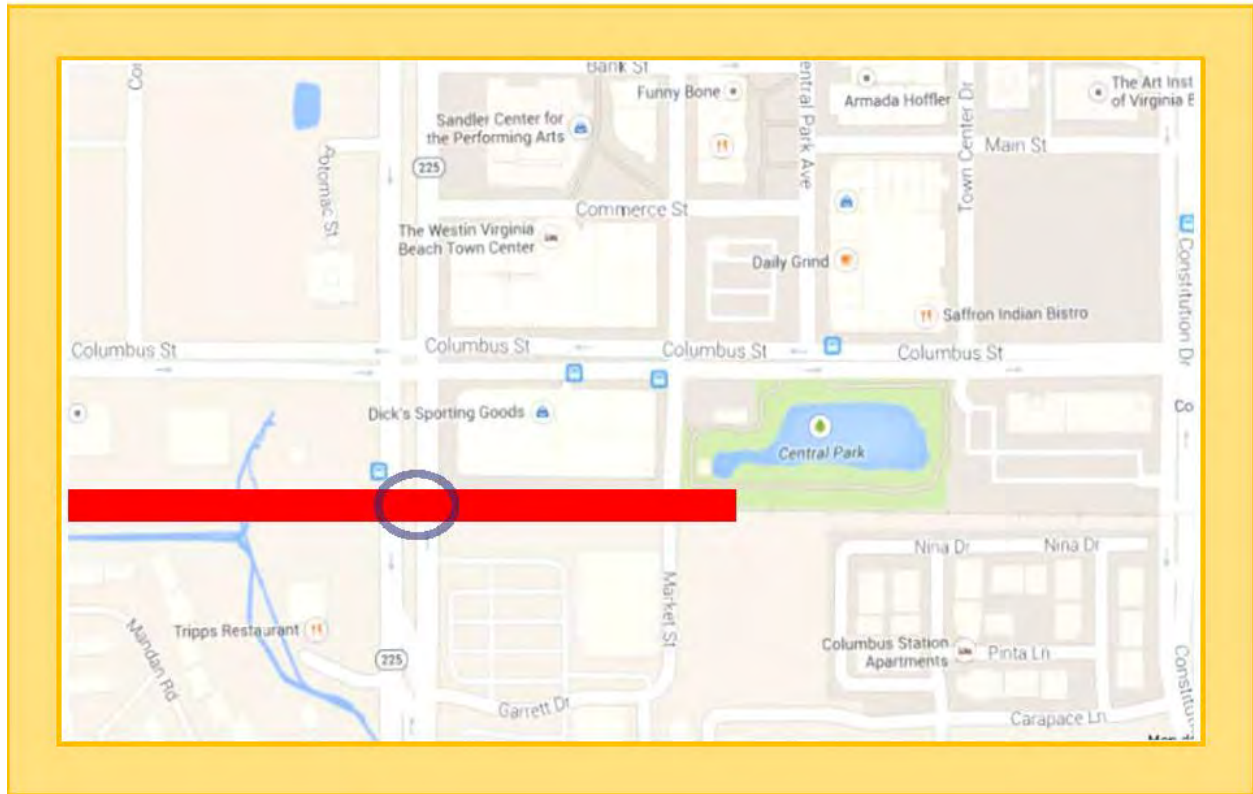


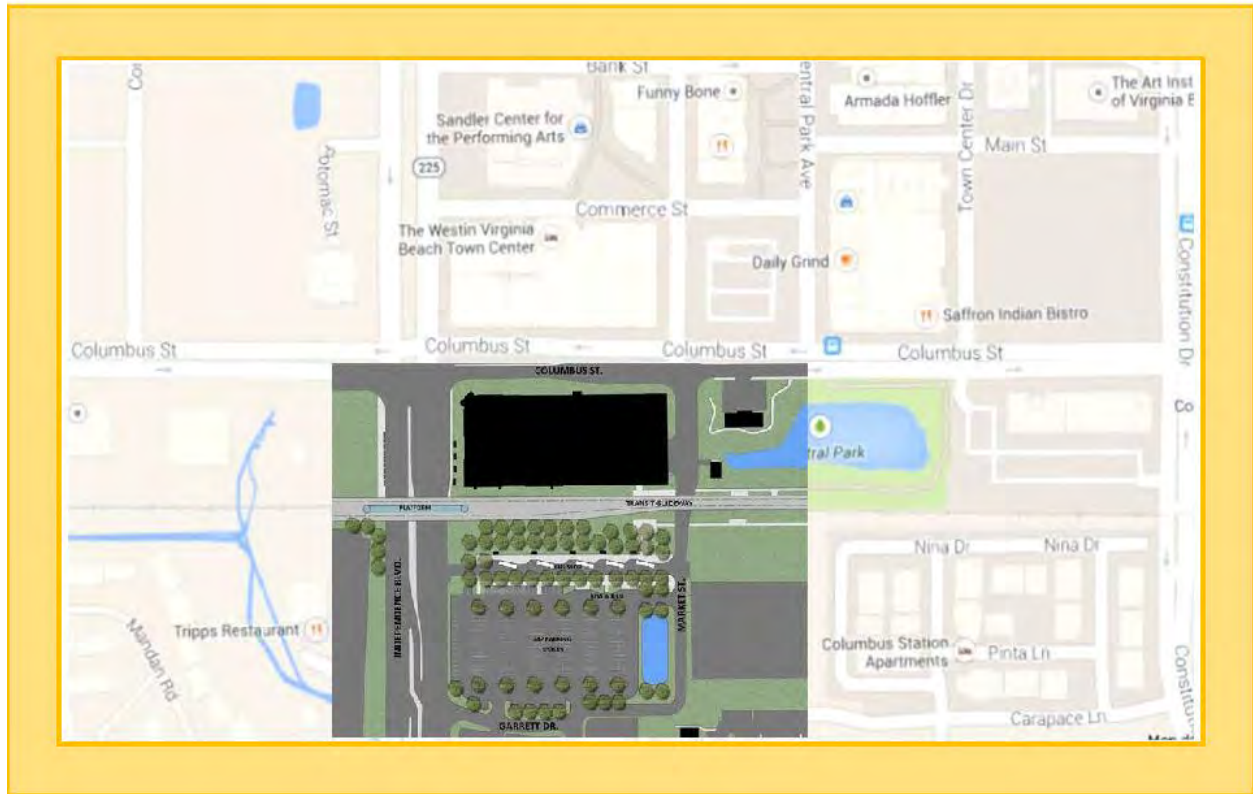






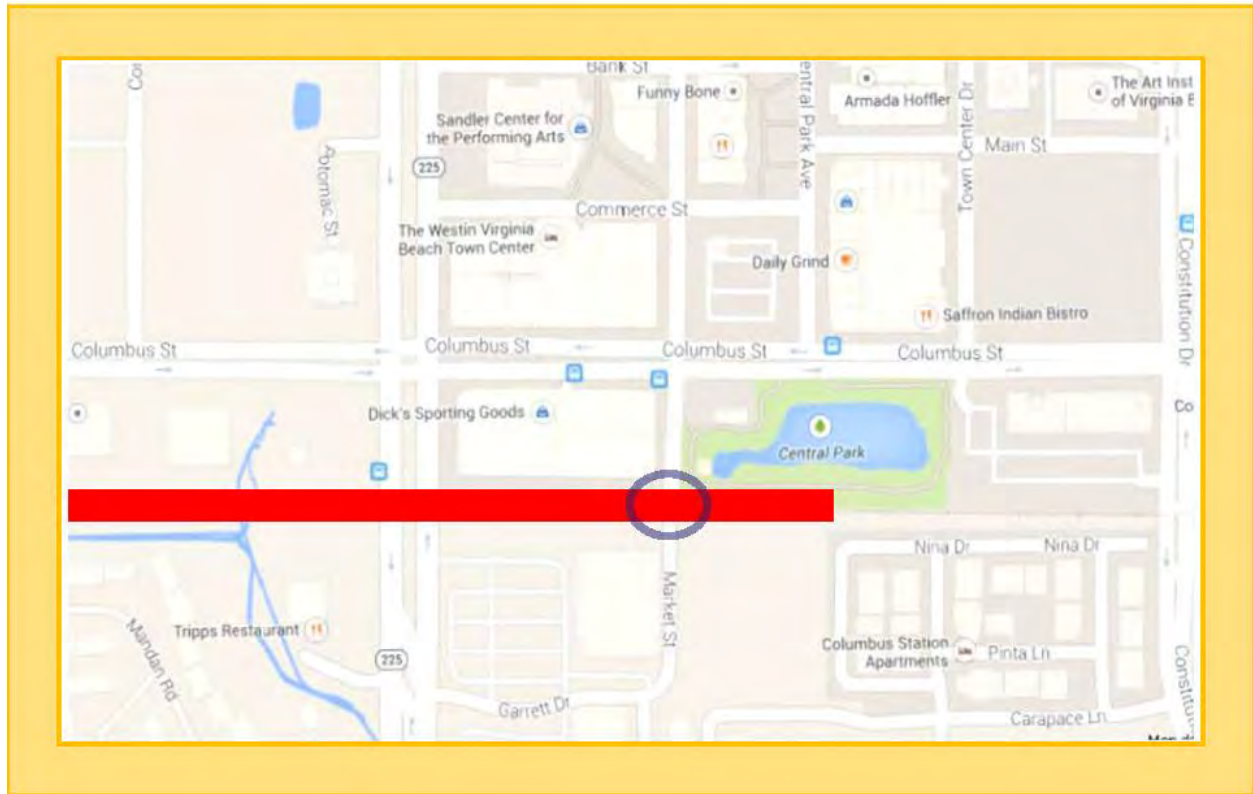


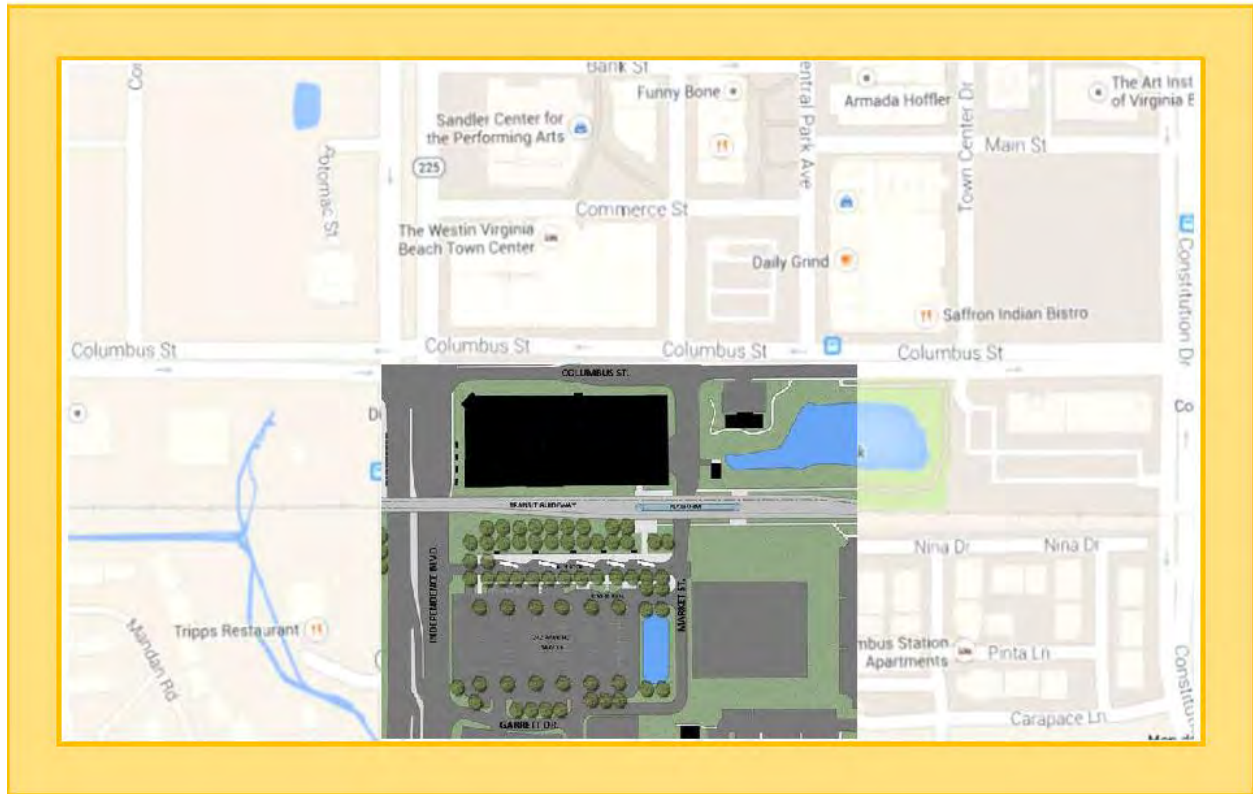






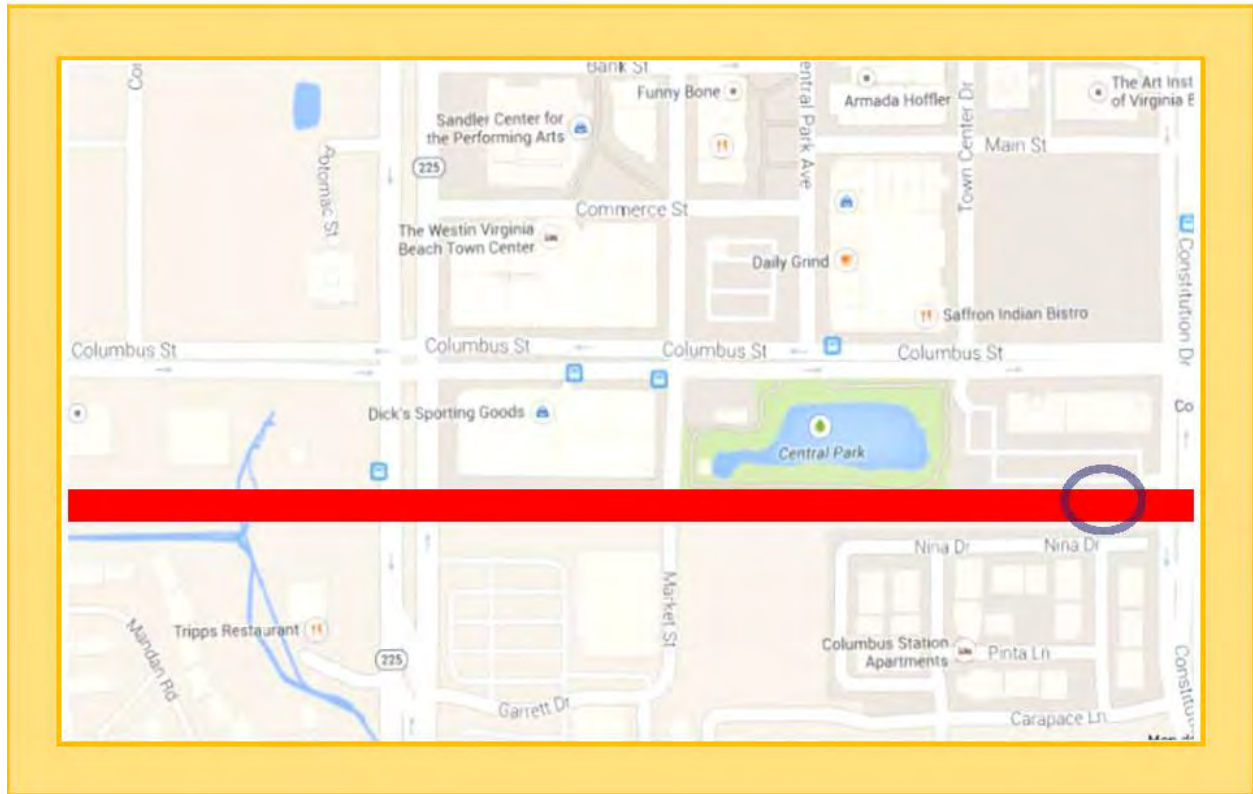


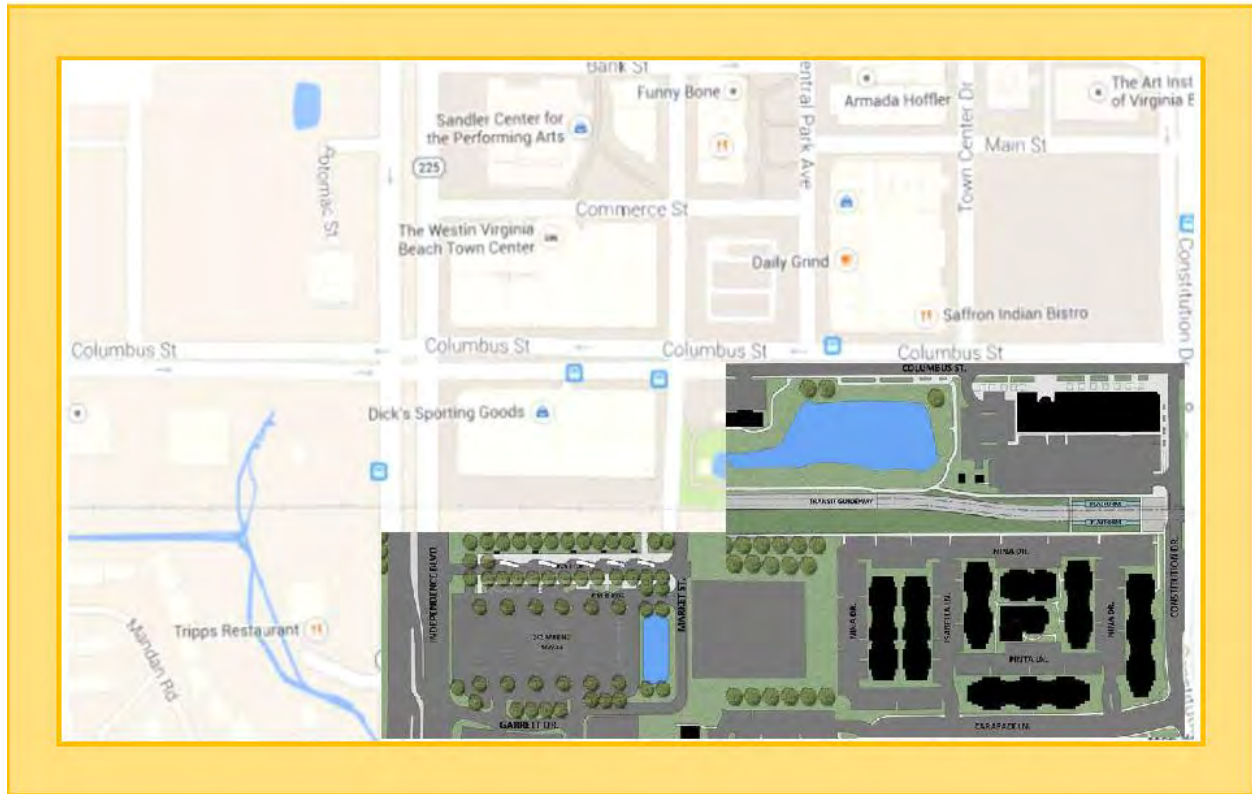


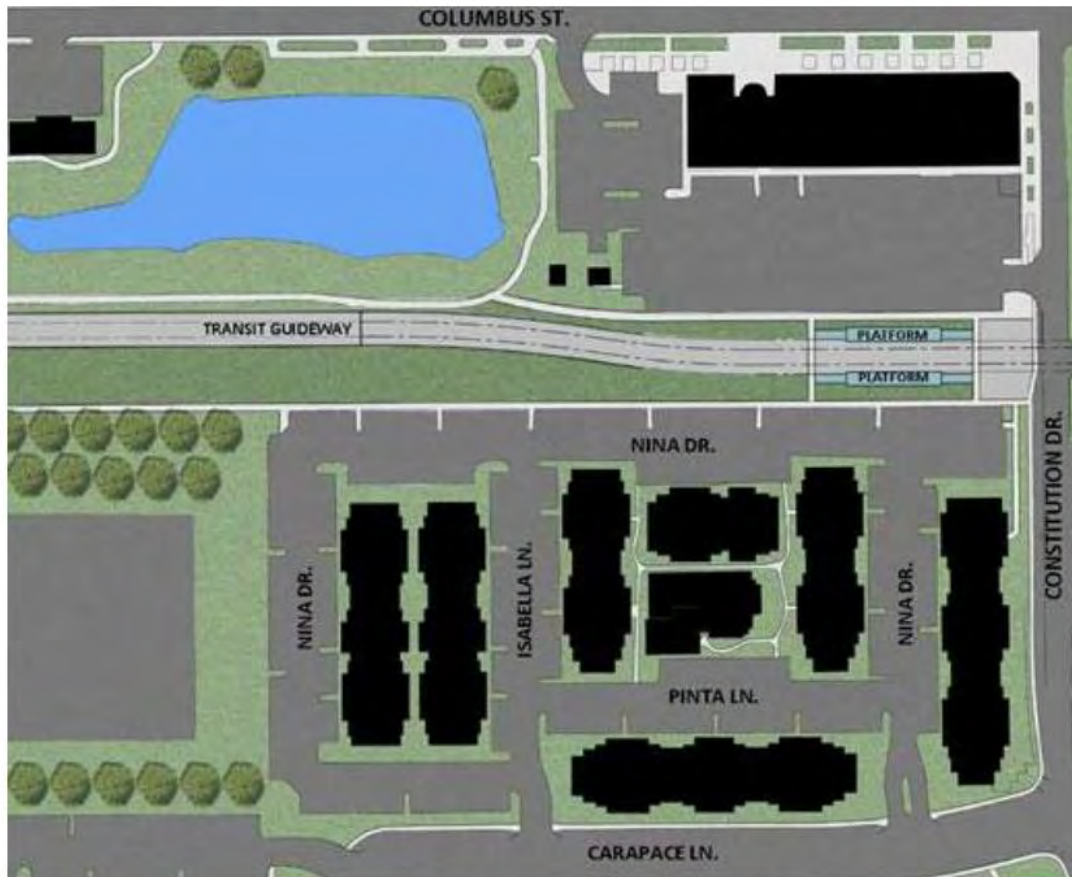














**Alternative 1a:**  
Newtown to Town  
Center (Town Center  
Alternative)



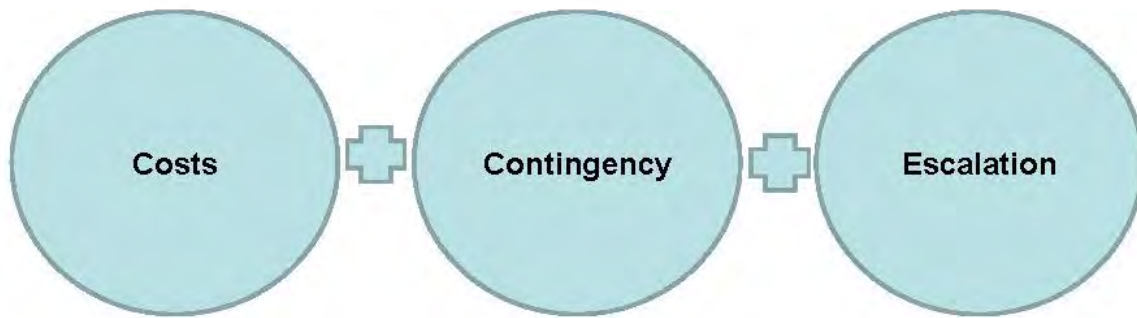


TOWN CENTER ALIGNMENT ALTERNATIVE

# **CAPITAL COSTS AND RIDERSHIP FORECASTS**



## Capital Cost Estimating





## Capital Cost Assumptions

### Assumptions for the Town Center Alternative

- Escalation
- Contingencies
- Real Estate
- Vehicle Costs
- Soft Costs



## Capital Cost Assumptions

- Escalation

Year	IHS Global Insight Highway and Street Index	ENR Construction Cost Index	VBTES Rate	VBTES Cost Index
2013	BASE			Base Cost Plus
2014	1.4%	4.7%	4.70%	4.7%
2015	2.5%	3.4%	3.40%	8.3%
2016	2.8%	2.2%	2.90%	11.4%
2017	2.5%	2.4%	2.50%	14.2%
2018	2.2%	2.4%	2.40%	16.9%
2019	2%	2.7%	2.70%	20.1%
2020	2%	2.6%	2.60%	23.2%



## Capital Cost Assumptions

- Contingencies by major project element

Major Project Element	Contingency
Guideway	35%
Stations	30%
Maintenance Facility	30%
Site Work	35%
Utilities	40%
Guideway Systems (Traction Power, Gates, Signals)	35%
Real Estate (excluding NSRR ROW)	50%
Vehicles	20%
<i>Unallocated</i>	<i>2% of total</i>





## Capital Cost Assumptions

- **Real Estate Costs**
  - Based on City assessed values for 2013
  - Includes
    - Partial property takes
    - Whole property takes
    - Costs to relocate businesses, where required
    - Legal fees and transfer costs
  - Does not include
    - Costs of Kempsville Lumber, NSRR ROW (prorated), and Circuit City (all properties already owned by the City)
    - Temporary construction easements



## Capital Cost Assumptions

- Vehicles
  - Fixed Guideway Vehicles for service to Town Center
    - Four Light Rail Vehicles, or
    - Eight Bus Rapid Transit Vehicles
  - Twelve additional transit buses are required to support service
    - Two new and two modified bus routes
    - Extended AM and PM hours
    - Additional service days (weekends)
    - Increased frequency of service



## Capital Cost Assumptions

- Soft Costs (% of construction)

Soft Costs	% of Construction
Project Development (DEIS/Concept Design)	2.5%
Engineering	12%
Project Management	5%
Construction Management	8%
Insurance	2%
Legal/Permit Fees	2%
Survey/Testing/Inspection	2%
System Startup	1.5%





## LRT Capital Costs

Opinion of Probable Capital Cost	Current Year* (2013)	YOE* (2018)
<b>Construction Cost</b>	<b>\$ 161</b>	<b>\$ 188</b>
<b>Other Project Costs</b>		
Existing Tide System Improvements	\$ 5	\$ 6
Light Rail Vehicles (4)	\$ 21	\$ 25
Bus Vehicles (12)	\$ 9	\$ 11
"New" Real Estate Required**	\$ 19	\$ 24
Project Development and Engineering	\$ 24	\$ 27
Other Soft Costs (PM/CM/Legal/Startup)	\$ 34	\$ 39
Unallocated Contingencies	<u>\$ 6</u>	<u>\$ 7</u>
<b>Total Probable Capital Cost</b>	<b>\$ 279</b>	<b>\$ 327</b>

Reflects Constitution Station End of Line Option – 3.1 Miles

\* In Millions of Dollars

\*\* Does not include real estate purchased to date of \$28M



## OCC Modifications



## BRT Capital Costs

Opinion of Probable Capital Cost	Current Year* (2013)	YOE* (2018)
<b>Construction Cost</b>	<b>\$ 167</b>	<b>\$ 195</b>
<b>Other Project Costs</b>		
Existing Tide System Improvements	N/A	N/A
Bus Rapid Transit Vehicles (7)	\$ 10	\$ 12
Additional Local Buses (12)	\$ 9	\$ 11
"New" Real Estate Required**	\$ 19	\$ 24
Project Development and Engineering	\$ 24	\$ 28
Other Soft Costs (PM/CM/Legal/Startup)	\$ 34	\$ 40
Unallocated Contingencies	<u>\$ 6</u>	<u>\$ 7</u>
<b>Total Probable Capital Cost</b>	<b>\$ 270</b>	<b>\$ 315</b>

Reflects Constitution Station End of Line Option – 3.1 Miles

\* In Millions of Dollars

\*\* Does not include real estate purchased to date of \$28M





## Capital Cost Comparison

VBTES compared to significant LRT projects under construction in FY13

Project	Length	Capital Cost	Cost per Mile
VBTES LRT to Constitution Drive Virginia Beach, VA	3.1	\$279 million*	\$90 million*
Central Corridor LRT Minneapolis, MN	9.8	\$956 million	\$97 million
North Corridor LRT Houston, TX	5.28	\$756 million	\$143 million
Southeast Corridor LRT Houston, TX	6.56	\$822 million	\$125 million
Dulles Metrorail Extension Northern Virginia**	11.7	\$3.1 billion	\$269 million

\* FY 13 Dollars

\*\* Heavy Rail Project in VA



## LRT Ridership Forecast

### Ridership Forecasting for LRT to Town Center

- Results of FTA approved ridership model
- Home-Based Work Model produces conservative ridership numbers
- Does not include Tourism or Special Events

	Tide Forecast (FY 2011)	Actual Tide (FY 2014)	Projected LRT - Norfolk to Newtown (2034)	Projected LRT - Witchduck to Town Center (2034)	Total Projected LRT + LRT (2034)
<b>Average Weekday</b>	2,900	5,300	7,050	2, 250	<b>9,300</b>
<b>Annual Trips</b>	870,000	1.4 million			<b>2.8 million</b>



## BRT Ridership Forecast

### Ridership Forecasting for BRT to Town Center

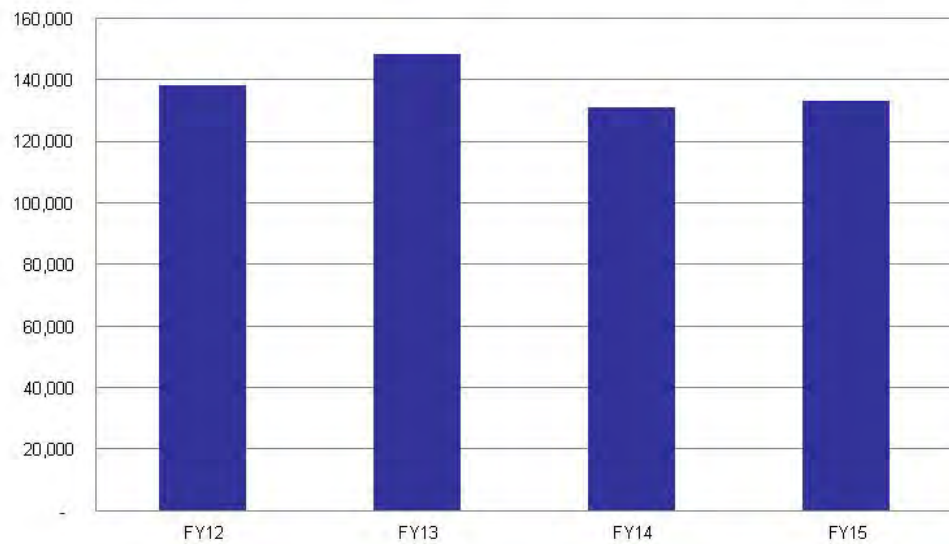
- Results of FTA approved ridership model
- Home-Based Work Model produces conservative ridership numbers
- Does not include Tourism or Special Events

	Tide Forecast (FY 2011)	Actual Tide (FY 2014)	Projected LRT - Norfolk to Newtown (2034)	Projected BRT - Newtown to Town Center (2034)	Total Projected LRT+BRT (2034)
<b>Average Weekday</b>	2,900	5,300	5,430	2,340	<b>7,770</b>
<b>Annual Trips</b>	870,000	1.4 million			<b>2.4 million</b>



## Tide Ridership

### Tide Average Monthly Ridership Since Opening







VIRGINIA BEACH TRANSIT EXTENSION STUDY

## STUDY SCHEDULE



## September Public Meetings - Town Center Alternative

- September 22, 2014  
Renaissance Academy  
Witchduck Road  
6:00 to 7:30 PM
- September 24, 2014  
Westin Hotel  
Town Center  
6:00 to 7:30 PM





## Public Comment

- Comments are welcome at any time during the VBTES process.
- You are encouraged to participate throughout the entire study process.
- Formal Comments on the DEIS will be accepted after the release of the document (the beginning of 2015) during the Formal Public Comment Period at the Formal DEIS Public Hearings.
- HRT will address all “substantive” written comments.



### VBTES DEIS Remaining Milestones

- Early Submittal of DEIS Chapters to FTA (September 2014)
- Full Submittal of DEIS to FTA (October 2014)
- Formal DEIS Public Comment Period and Formal DEIS Public Hearings (Early 2015)
- Locally Preferred Alternative Selected by City Council (Early 2015)





## Town Center Schedule under State – City Funding



## Public Comment

Visit the VBTES Website or leave a message on the VBTES project hotline

- Website: [www.gohrt.com/about/development/vbtes](http://www.gohrt.com/about/development/vbtes)
- Study Hotline: 757-222-6098

Share your comments directly with HRT and the City of Virginia Beach

### **HAMPTON ROADS TRANSIT**

#### **Julie Timm**

Transit Development Officer  
Department of Planning and Development  
509 East 18th Street  
Norfolk, VA 23504  
757-222-6000 ext. 6699  
[jtimm@hrtransit.org](mailto:jtimm@hrtransit.org)

### **CITY OF VIRGINIA BEACH**

#### **Brian Solis**

Transportation and Transit Manager  
Strategic Growth Area Office  
4525 Main Street, Suite 710  
Virginia Beach, VA 23462  
757-385-2907  
[bsolis@vb.gov](mailto:bsolis@vb.gov)

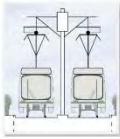




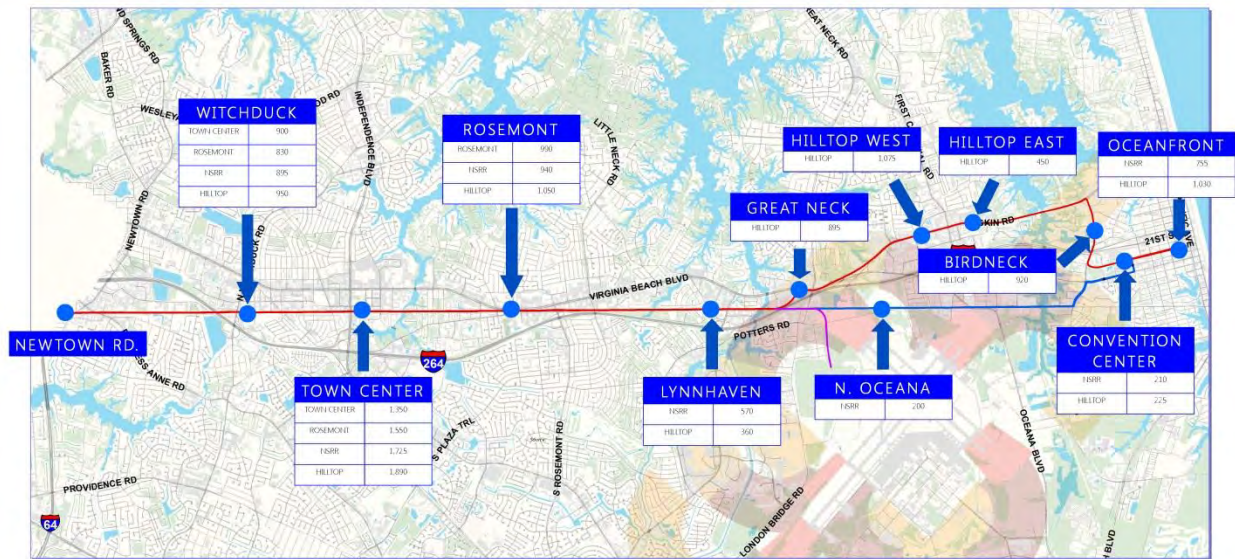
Thank You



## Station Boards



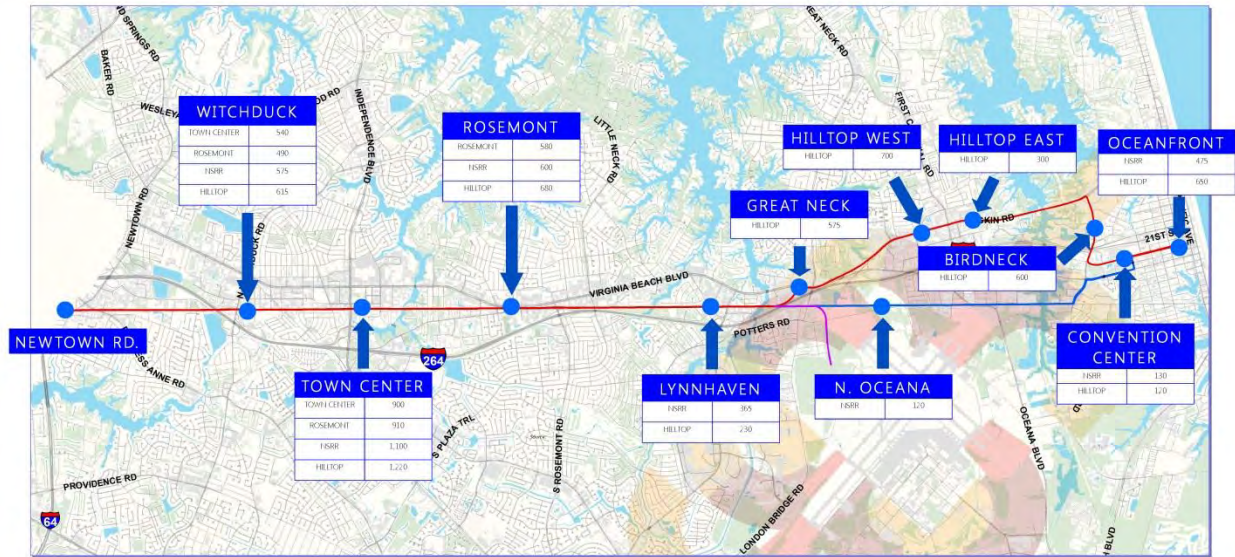
# LIGHT RAIL TRANSIT ALTERNATIVES AVERAGE WEEKDAY BOARDINGS (2034)







## BUS RAPID TRANSIT ALTERNATIVES AVERAGE WEEKDAY BOARDINGS (2034)



EXISTING SITE PLAN



PROPOSED SITE PLAN



NARRATIVE

The Witchduck Station would be located near the intersection of Witchduck Road and Southern Boulevard. Side platforms would be located south of Southern Boulevard within the existing former NCR right-of-way approximately 750 feet east of Witchduck Road. Initial parking for the station would be developed in conjunction with the City's planned Housing Resource Center at the intersection of Southern Boulevard and Jolly Avenue.

HRT bus service is planned to be provided to the station with a bus stop located on Southern Boulevard.

The station area, excluding the joint parking area with the HRC, would be approximately 1.50 acres.



### Witchduck Road Station



VIRGINIA BEACH TRANSIT  
EXTENSION STUDY



EXISTING SITE PLAN



PROPOSED SITE PLAN



## NARRATIVE

Four potential sites are being examined for a Town Center Station. This illustration shows the station west of Independence Boulevard. For this option, a side platform station would be located at ground level approximately 300 feet west of Independence Boulevard. Parking for the station would be located approximately 750 feet southeast of the station platform on a site owned by the City of Virginia Beach east of Independence Boulevard. An existing parking area at the City-owned lot between Independence Boulevard and Market Street would be reconstructed, and the existing commercial building on the site would be removed. The surface parking lot for this station has approximately 242 spaces. To allow pedestrian circulation between the station platform and the Park & Ride lot, a pedestrian bridge would be constructed over Independence Boulevard with elevators and stairways on both sides of the road.

HRT bus service would be provided to the station, and a bus loading area would be located immediately north of the station platform. The bus loading area would be on a site that currently has a commercial building and parking lot, both of which would be removed.

The total area of development for the station, bus loading area, and parking lot would be approximately 6.6 acres.

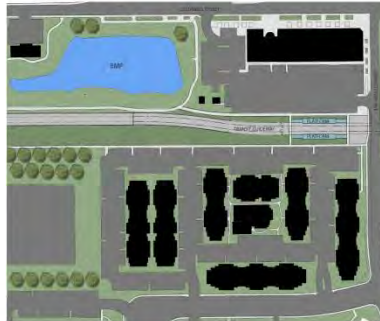
## Town Center Station (Town Center West)

VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

EXISTING SITE PLAN



PROPOSED SITE PLAN



## NARRATIVE

Three potential sites are being examined for a Town Center Station. This illustration shows the station at Constitution Drive. For this option, a side platform station would be located along the former HRT right-of-way immediately west of Constitution Drive. Parking for the station would be located at 1,200 feet west of the platform between Independence Boulevard and Market Street. Currently there is an existing parking lot and commercial building that are owned by the City of Virginia Beach on the site. To accommodate the station design, the existing parking area would be reconstructed and the building removed. As shown, the parking lot has approximately 240 parking spaces.

HRT bus service would be provided to the station, and a bus loading area is included in the conceptual design.

The area of development for the station and the parking lot would be approximately 6.55 acres.

## Town Center Station (Constitution Drive)

VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

EXISTING SITE PLAN



PROPOSED SITE PLAN



## NARRATIVE

Three potential sites are being examined for a Town Center Station. This illustration shows the station at Independence Boulevard. For this option, a center platform station would be located on a bridge over Independence Boulevard. Pedestrian access to the platform would be by elevators/stairways on both sides of the boulevard. Parking for the station would be located between Independence Boulevard and Market Street. Currently there is an existing parking lot and commercial building that are owned by the City of Virginia Beach on the site. To accommodate the station design, the existing parking area would be reconstructed and the building removed. As shown, the parking lot has approximately 240 parking spaces.

HRT bus service would be provided to the station, and a bus loading area is included in the conceptual design.

The area of development for the station and the parking lot would be approximately 5.40 acres.

## Town Center Station (Independence Blvd)

VIRGINIA BEACH TRANSIT  
EXTENSION STUDY



EXISTING SITE PLAN



PROPOSED SITE PLAN



## NARRATIVE

Three potential sites are being examined for a Town Center Station. The illustration shows the station at Market Street. For this option, a center platform station would be located on a bridge over Market Street. Pedestrian access to the platform would be by elevator stairway on both sides of the street. Parking for the station would be located between Independence Boulevard and Market Street. Currently there is an existing parking lot and commercial building that are owned by the City of Virginia Beach on the site. To accommodate the station design, the existing parking area would be reconstructed and the building removed. The station may accommodate a connection to the existing parking garage directly adjacent to the right-of-way. As shown, the parking lot has approximately 240 parking spaces.

HRT bus service would be provided to the station, and a bus loading area is included in the conceptual design. The area of development for the station and the parking lot would be approximately 8.25 acres.



## Town Center Station (Market Street)

VIRGINIA BEACH TRANSIT  
EXTENSION STUDY

## Handout Materials

## LRT Capital Costs

Opinion of Probable Capital Cost	Current Year* (2013)	YOE* (2018)
<b>Construction Cost</b>	<b>\$ 161</b>	<b>\$ 188</b>
<b>Other Project Costs</b>		
Existing Tide System Improvements	\$ 5	\$ 6
Light Rail Vehicles (4)	\$ 21	\$ 25
Bus Vehicles (12)	\$ 9	\$ 11
"New" Real Estate Required**	\$ 19	\$ 24
Project Development and Engineering	\$ 24	\$ 27
Other Soft Costs (PM/CM/Legal/Startup)	\$ 34	\$ 39
Unallocated Contingencies	<u>\$ 6</u>	<u>\$ 7</u>
<b>Total Probable Capital Cost</b>	<b>\$ 279</b>	<b>\$ 327</b>

Reflects Constitution Station End of Line Option – 3.1 Miles

\* In Millions of Dollars. Costs listed may vary from the total due to rounding

\*\* Does not include real estate purchased to date of \$28M



## BRT Capital Costs

Opinion of Probable Capital Cost	Current Year* (2013)	YOE* (2018)
<b>Construction Cost</b>	<b>\$ 167</b>	<b>\$ 195</b>
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Reflects Constitution Station End of Line Option – 3.1 Miles

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## LRT Ridership Forecast

### Ridership Forecasting for LRT to Town Center

- Results of FTA approved ridership model
- Home-Based Work Model produces conservative ridership numbers
- Does not include Tourism or Special Events

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<b>Annual Trips</b>	870,000	1.4 million			<b>2.8 million</b>



## BRT Ridership Forecast

### Ridership Forecasting for BRT to Town Center

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	Tide Forecast (FY 2011)	Actual Tide (FY 2014)	Projected LRT - Norfolk to Newtown (2034)	Projected BRT - Newtown to Town Center (2034)	Total Projected LRT+BRT (2034)
<b>Average Weekday</b>	2,900	5,300	5,430	2,340	<b>7,770</b>
<b>Annual Trips</b>	870,000	1.4 million			<b>2.4 million</b>



### **Question from Meeting Attendees**

Virginia Beach Transit Extension Study (VBTES)  
September 2014 Public Meetings

Public Meeting #1

9/22/2014

Renaissance Academy, 5100 Cleveland St.

### **Question and Answer Session:**

1. What is the transit extension solving?
2. Why don't you just expand the bus system?
3. What are the cost differences for the station options?
4. What would be the purpose of transit trips?
5. Would federal funds be pursued for Town Center option?
6. Please describe the Witchduck station.
7. What would the expanded bus service costs look like and how would the service be structured?
8. Would the project impact property values considering noise from transit vehicles?
9. What is the annual cost per rider?
10. Does the DEIS cover all the alternatives?
11. When would a Town Center station option be selected?
12. What would the criteria be in the City making a decision?
13. How many jobs would be created?
14. Who is the "City" referring to?
15. How would the transition work if BRT is selected?
16. Would a referendum be required?
17. How would the City cover costs not covered by fares?
18. Would Pocahontas Village be impacted?
19. What are the operating costs versus the financial and social benefits?
20. Has the City done a study to determine where economic impacts would occur?
21. Can you clarify the schedule?
22. Who is riding light rail and what is light rail replacing?
23. What about regional connectivity?
24. Where would state money come from?
25. What is the cost of waiting to build the project?
26. How much room would be required for elevated structure over Witchduck Road?
27. How were real estate costs calculated?

Virginia Beach Transit Extension Study (VBTES)  
September 2014 Public Meetings

Public Meeting #2

9/24/2014

Westin Town Center, 4535 Commerce St.

Question and Answer Session:

1. Why do we need LRT or BRT?
2. Are natural gas powered or cheaper bus options being considered?
3. How would bus routes serve the stations and what would the routing patterns be?
4. Who would manage the operations?
5. Which Town Center station option is best for future expansion?
6. What are the future federal funds available for transit and what would the ratio for federal funding be?
7. Why aren't larger segments being considered?
8. What are the operating costs of light rail versus BRT?
9. Why would just BRT be considered?
10. Is the Tide self sustaining or does Norfolk help cover operations costs?
11. What are the economic impacts and costs of not extending the system?
12. Would Norfolk cover any construction or operating costs in Virginia Beach?

## Appendix O

### November 2014 Public Meetings

#### Meeting Announcement



#### Meeting Information:

##### ► Thursday, November 20, 2014

Renaissance Academy  
5100 Cleveland Street  
Virginia Beach, VA 23462  
6:00 p.m. – 7:30 p.m.

*This meeting is near stops for HRT local route 20.*

*Please call 222-6000 ext. 6699 if you require special assistance or accommodations in order to attend and participate in these meetings. For project information, please visit <http://www.gohrt.com> and click on link for VBTES.*

*Para más información en español, por favor llame 757/222-6000.*

## Join us for a Public Information Session!

### *Project Operating and Maintenance Costs*

This public information sessions will provide an update on the on-going analyses being conducted as part of the Virginia Beach Transit Extension Study Draft Environmental Impact Statement. Information will be presented on the projected operating and maintenance costs (on-going annual costs) for the fixed guideway alternatives along the former Norfolk Southern right-of-way.

The meetings will have a presentation followed by a question and answer session with HRT staff. The public will also have the opportunity to discuss the night's topics on an individual basis with HRT and consultant staff following the presentation.



**Presentation**



Presentation

1. VBTES Project Overview
2. How HRT operations and maintenance (O&M) costs are funded
3. Proposed VBTES Service Changes: New Routes and Service Hours
4. Virginia Beach Local Share: O&M Costs by Alternative
5. VBTES Next Steps





VIRGINIA BEACH TRANSIT EXTENSION STUDY

## VBTES PROJECT OVERVIEW



### Connections through Strategic Growth Areas

#### Project Goals

- Provide additional mobility opportunities in the east-west corridor
- Expand multi-modal transportation system that supports local land use plans and initiatives (Strategic Growth Areas)
- Develop transportation infrastructure that supports the regional tourism industry



## DEIS Alignment Alternatives

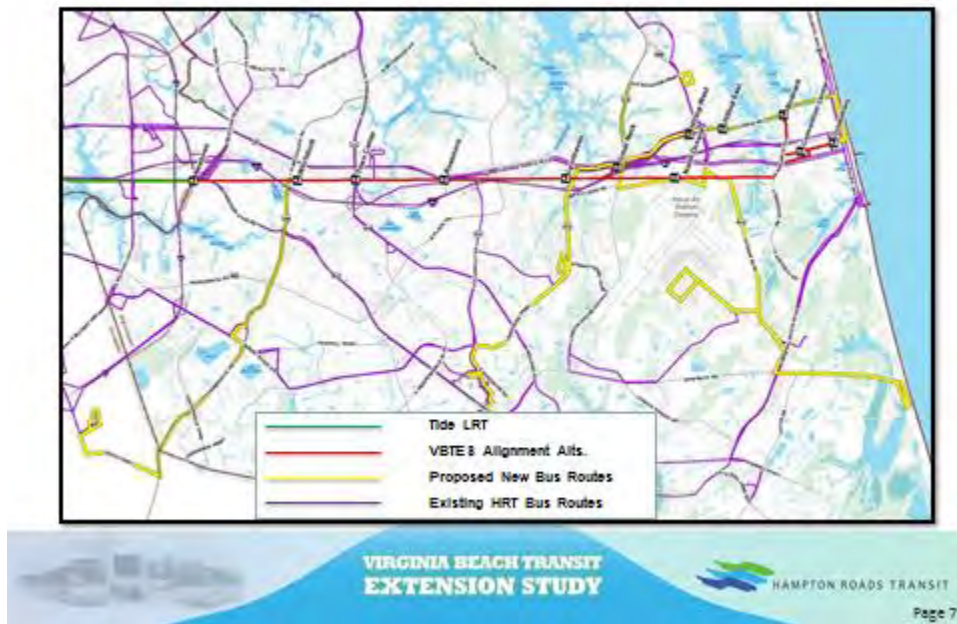


## DEIS Technology Alternatives

- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)

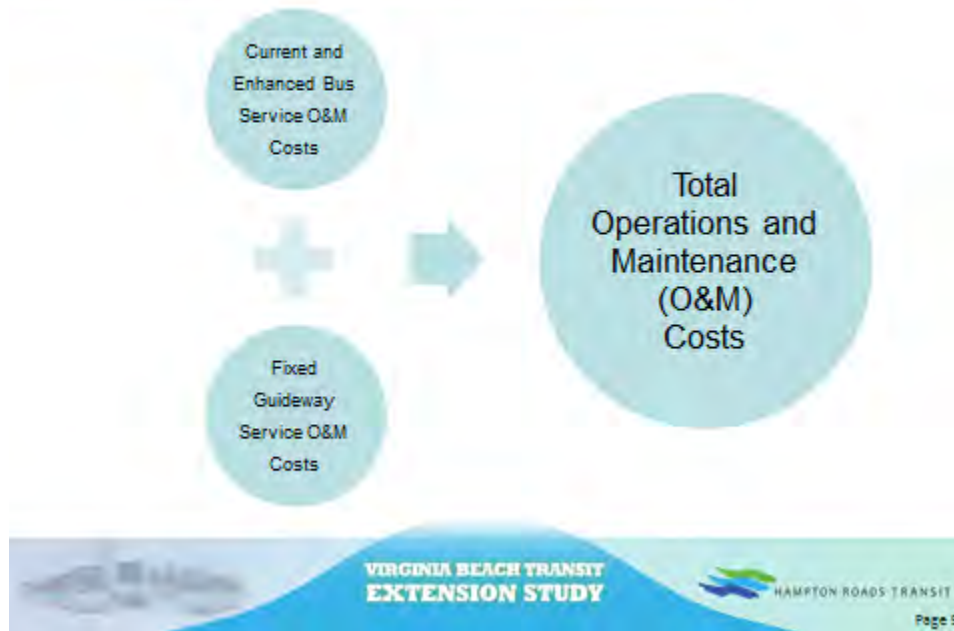


## VBTES Feeder Bus System

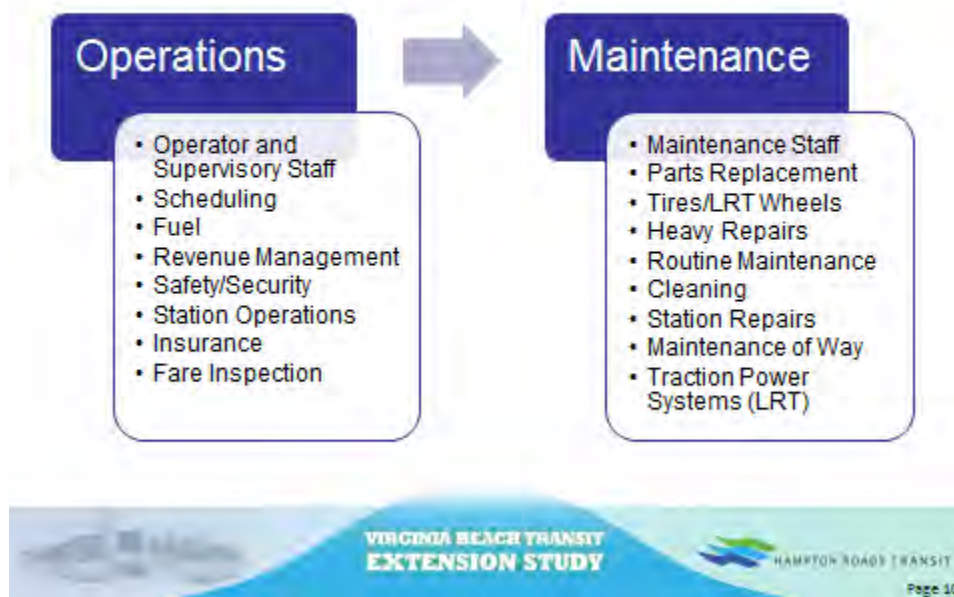




## Make Up of O&M Costs for VBTES



## Typical O&M Elements



## Local Funding Defined by Each City

- **Cost Allocation Agreement**
  - Signed in 1999
  - Costs are allocated by service hour for service within each city
  - Each city establishes how much service will be provided within the city on an annual basis
  - City is responsible for costs after application of Federal, State, and farebox revenues



## VIRGINIA BEACH TRANSIT EXTENSION STUDY

# PROPOSED VBTES SERVICE CHANGES: NEW ROUTES AND SERVICE HOURS



## Changes under study for VBTES

- New fixed guideway service (BRT/LRT)
- New feeder bus routes
- Changes to existing local bus routes:
  - Longer hours of service to match Fixed Guideway service hours
  - New Saturday and Sunday service
  - Changes in route patterns to connect to new fixed guideway stations



## DEIS Alignment Alternatives



Alignment Alternative	Length (miles)
Alternative 1A: Town Center	3.0
Alternative 1B: Rosemont	4.8
Alternative 2: NSRR	12.2
Alternative 3: Hilltop	13.5





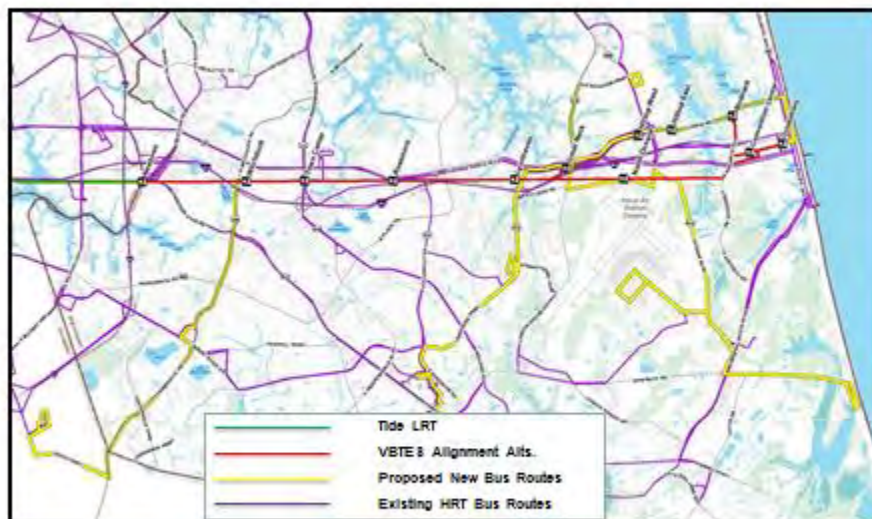
## Proposed Fixed Guideway Schedule

WEEKDAY			SATURDAY			SUNDAY		
From	Then Every	Until	From	Then Every	Until	From	Then Every	Until
6:00am	15 Minutes	6:30am	6:00am	30 Minutes	9:00am	10:55am	15 Minutes	9:00pm
6:30am	10 Minutes	9:00am	9:00am	15 Minutes	9:30pm			
9:00am	15 Minutes	3:30pm	9:30pm	30 Minutes	12:00am*			
3:30pm	10 Minutes	7:00pm						
7:00pm	15 Minutes	10:00pm						
10:00pm	30 Minutes	11:00pm						
10:00pm Friday Only	30 Minutes	12:00am*						

\* An additional hour of service would be required for either of the Oceanfront Alternatives



## VBTES Feeder Bus System





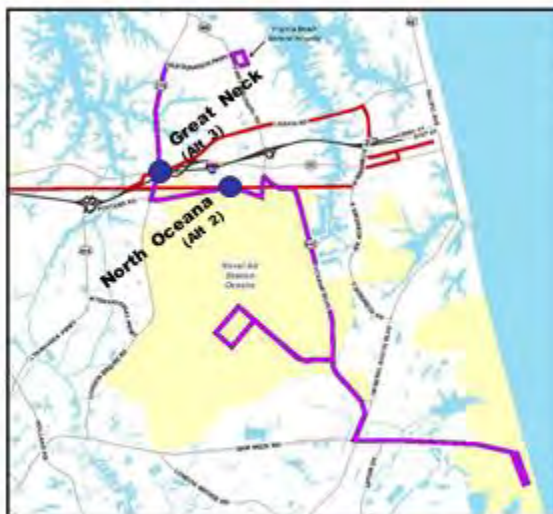
### Route 38 (New feeder route)



Witchduck Station to  
Greenbrier Mall



### Route 35 (New feeder route)



Dam Neck to Sentara  
Virginia Beach General  
Hospital via NAS Oceana  
(Alternative 2 and 3 Only)



## Route 39 (New Route)



**Sentara Princess Anne Hospital to Oceanfront via Lynnhaven Mall**

*Replaces portions of Route 29 and increases service on Route 32 with all day, year round service*



## Bus Routing Changes

Route	Change
10 New	Becomes northern portion of existing Route 33
26 Lynnhaven Mall/TCC Virginia Beach	Reconfigured to provide service to Sentara Princess Anne Hospital, TCC, and VB Town Center via Constitution Drive and Bonney Road
29 (Lynnhaven) Pleasure House Road	Route split at Laskin Road and First Colonia for Alt 1A, 1B, and 2. Continues to Birdneck Station for Alt 3.
31 VB Wave: Aquarium and Campground Shuttle	Extended north to 19 <sup>th</sup> Street and Pacific for Alt 2 and Alt 3 only
33 (General Booth) North Seashore/Municipal Center	The route would be shifted by moving the southern end-of-line from the TCC to the VBMC via Nimmo Parkway, and a northern end-of-line would terminate at the 19 <sup>th</sup> Street and Pacific Avenue transfer center. Alignment to Fort Story would become new Route 10.
36 (Holland) Pembroke East	Extended to Pleasure House Road and Shore Drive to the north and TCC at southern end



## Bus Service Changes

Route		Longer Span of Service	Improved Weekend Service
1	Downtown Norfolk/Pembroke East		✓
20	Downtown Norfolk/Virginia Beach Oceanfront (NRS)		✓
22	Newtown Road Station/Joint Expeditionary Base Little Creek (NRS)	✓	✓
25	(Newtown) Military Circle/Princess Anne (NRS)		✓
26	Lynnhaven Mall/TCC Virginia Beach	✓	✓
27	Pleasure House Rd./Military Circle (NRS)		✓
29	(Lynnhaven) Pleasure House Road	✓	✓
30	VB Wave: Atlantic Avenue Shuttle		
31	VB Wave: Aquarium and Campground Shuttle	✓	
33	(General Booth) North Seashore/Municipal Center	✓	
36	(Holland) Pembroke East	✓	✓



## Service Hours by Alternative and Mode

### Town Center Alternative

Mode	2014 Annual Service Hours	Incremental Increase for Virginia Beach	Total Projected Annual Service Hours
Regional Light Rail	29,782	2,298	32,080
Regional Bus Rapid Transit	0	11,960	11,960
Virginia Beach Bus Service	118,710	91,373	210,083





## Service Hours by Alternative and Mode

### Rosemont Alternative

Mode	2014 Annual Service Hours	Incremental Increase for Virginia Beach	Total Projected Annual Service Hours
Regional Light Rail	29,782	4,838	34,620
Regional Bus Rapid Transit	0	11,960	11,960
Virginia Beach Bus Service	118,710	88,273	206,983



## Service Hours by Alternative and Mode

### NSRR Alternative

Mode	2014 Annual Service Hours	Incremental Increase for Virginia Beach	Total Projected Annual Service Hours
Regional Light Rail	29,782	19,088	48,870
Regional Bus Rapid Transit	0	24,430	24,430
Virginia Beach Bus Service	118,710	110,451	229,161

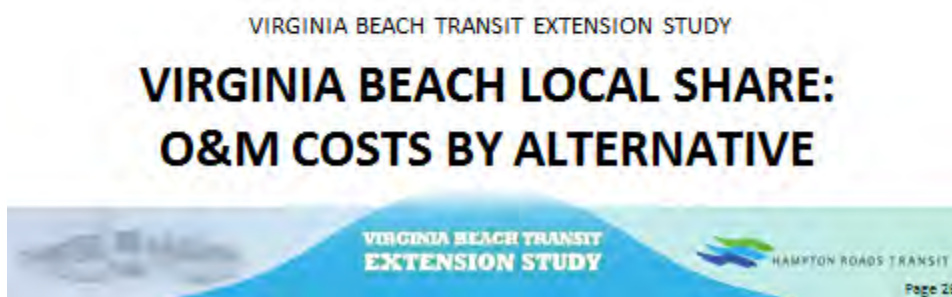




## Service Hours by Alternative and Mode

### Hilltop Alternative

Mode	2014 Annual Service Hours	Incremental Increase for Virginia Beach	Total Projected Annual Service Hours
Regional Light Rail	29,782	19,088	48,870
Regional Bus Rapid Transit	0	24,430	24,430
Virginia Beach Bus Service	118,710	110,451	229,161



## O&M Costs by Alternative

### Town Center Alternative

Mode	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
VB Light Rail	2,298	\$2.2M	\$1.3M
VB BRT	11,960	\$1.6M	\$0.9M
VB Bus***	210,083	\$12.1M	\$7.2M

\* The first one to two years of new service is paid for by localities without federal or state assistance.

\*\* This represents the estimated ongoing O&M costs for service assuming 2014 Federal, State, and Farebox Revenues continue at 2014 percentages.

\*\*\* In 2014, VB local share for bus service was \$4.0M.

In 2014, Norfolk Local Share for LRT Service was \$5.3M.



## O&M Costs by Alternative

### Rosemont Alternative

Mode	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
VB Light Rail	4,838	\$3.3M	\$2.0M
VB BRT	11,960	\$1.8M	\$1.0M
VB Bus***	206,983	\$11.9M	\$7.2M

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## O&M Costs by Alternative

### NSRR Alternative

Mode	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
VB Light Rail	19,088	\$10.6M	\$6.2M
VB BRT	24,430	\$3.4M	\$2.0M
VB Bus***	229,161	\$13.8M	\$7.8M

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## O&M Costs by Alternative

### Hilltop Alternative

Mode	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
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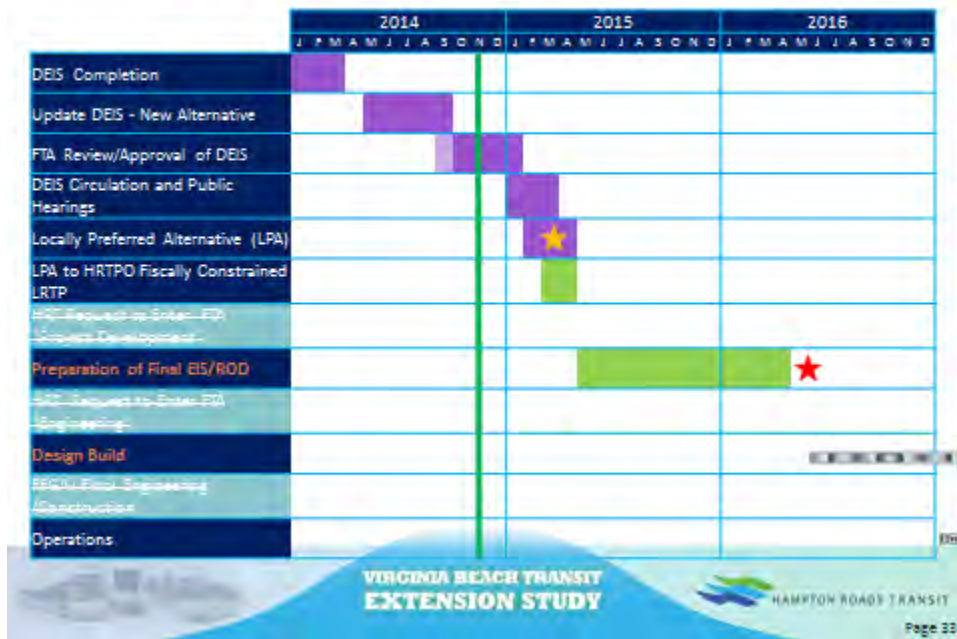


## Virginia Beach Transit Extension Study

**VBTES NEXT STEPS****Schedule with New Starts Funding**



## Schedule with State – City Funding



### VBTES DEIS Remaining Milestones

- ✓ *Early Submittal of DEIS Chapters to FTA (September 2014)*
- ✓ *Full Submittal of DEIS to FTA (End of October 2014)*
- HRT Formal DEIS Public Comment Period and Formal DEIS Public Hearings (Early 2015)
  - "Notice of Availability" / Announcement of 45-day Public Comment Period
  - Informal "How To" Workshops for commenting on a DEIS
  - Formal DEIS Public Hearings
- City Council Selection of Locally Preferred Alternative (Early 2015)



### Public Comment

- Comments are welcome at any time during the VBTES process.
- You are encouraged to participate throughout the entire study process.
- Formal Comments on the DEIS will be accepted after the release of the document (the beginning of 2015) during the Formal Public Comment Period at the Formal DEIS Public Hearings.
- HRT will address all “substantive” written comments.



### Public Comment

Visit the VBTES Website or leave a message on the VBTES project hotline

- Website: [www.gohrt.com/about/development/vbtes](http://www.gohrt.com/about/development/vbtes)
- Study Hotline: 757-222-6098

Share your comments directly with HRT and the City of Virginia Beach

**HAMPTON ROADS TRANSIT**  
**Julie Timm**  
Transit Development Officer  
Department of Planning and Development  
509 East 18th Street  
Norfolk, VA 23504  
757-222-6000 ext. 6699  
[jtimm@hrttransit.org](mailto:jtimm@hrttransit.org)

**CITY OF VIRGINIA BEACH**  
**Brian Solis**  
Transportation and Transit Manager  
Strategic Growth Area Office  
4525 Main Street, Suite 710  
Virginia Beach, VA 23462  
757-385-2907  
[bsolis@vb.gov](mailto:bsolis@vb.gov)

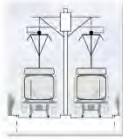




Thank You



## Station Boards



### BUILD ALTERNATIVES OPERATIONS AND MAINTENANCE COSTS



MODE	NEWTOWN RD TO TOWN CENTER		
	TOWN CENTER ALT 3.0 MILES		
	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
LIGHT RAIL TRANSIT	2,298	\$ 2.2M	\$ 1.3M
BUS RAPID TRANSIT	11,960	\$ 1.6M	\$ 0.9M
FEEDER BUS SYSTEM***	210,083	\$ 12.1M	\$ 7.2M

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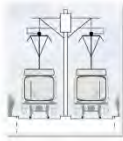
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## BUILD ALTERNATIVES OPERATIONS AND MAINTENANCE COSTS



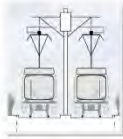
NEWTOWN RD TO THE ROSEMONT SGA			
ROSEMONT ALT 4.8 MILES			
MODE	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
LIGHT RAIL TRANSIT	4,838	\$ 3.3M	\$ 2.0M
BUS RAPID TRANSIT	11,960	\$ 1.8M	\$ 1.0M
FEEDER BUS SYSTEM***	206,983	\$ 11.9M	\$ 7.2M

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## BUILD ALTERNATIVES OPERATIONS AND MAINTENANCE COSTS



NEWTOWN RD TO THE OCEANFRONT NSRR ALT 12.2 MILES			
MODE	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
LIGHT RAIL TRANSIT	19,088	\$ 10.6M	\$ 6.2M
BUS RAPID TRANSIT	24,430	\$ 3.4M	\$ 2.0M
FEEDER BUS SYSTEM***	229,161	\$ 13.8M	\$ 7.8M

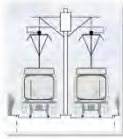
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## BUILD ALTERNATIVES OPERATIONS AND MAINTENANCE COSTS



NEWTOWN RD TO THE OCEANFRONT HILLTOP ALT 13.5 MILES			
MODE	Total Projected Annual Service Hours	Estimated Annual "Start-Up" Local Cost* (Years 1 & 2)	Estimated Annual "Post-Startup" Local Cost** (Years 3+)
LIGHT RAIL TRANSIT	19,088	\$ 10.9M	\$ 6.4M
BUS RAPID TRANSIT	24,430	\$ 3.9M	\$ 2.3M
FEEDER BUS SYSTEM***	229,161	\$ 13.8M	\$ 7.8M

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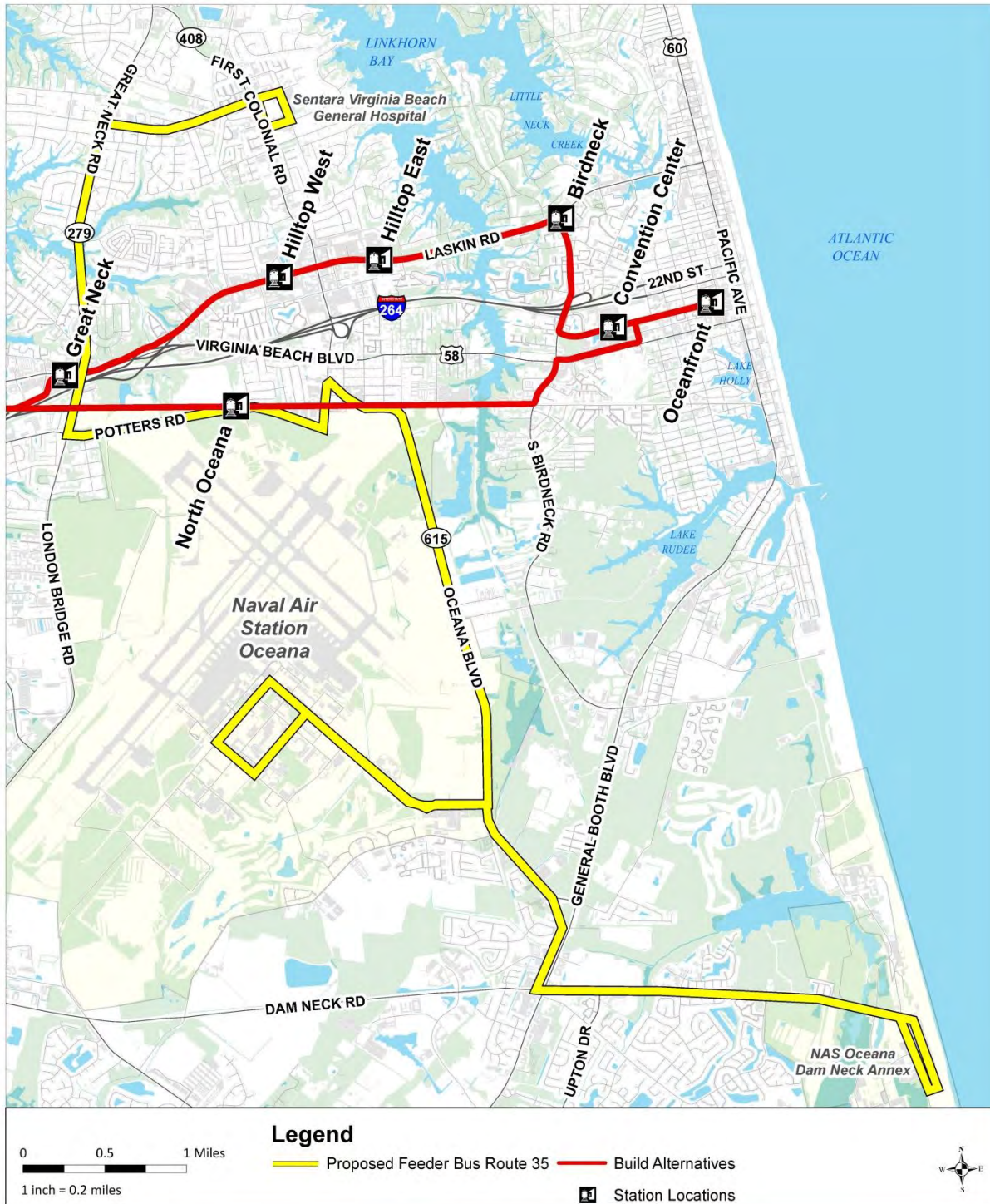
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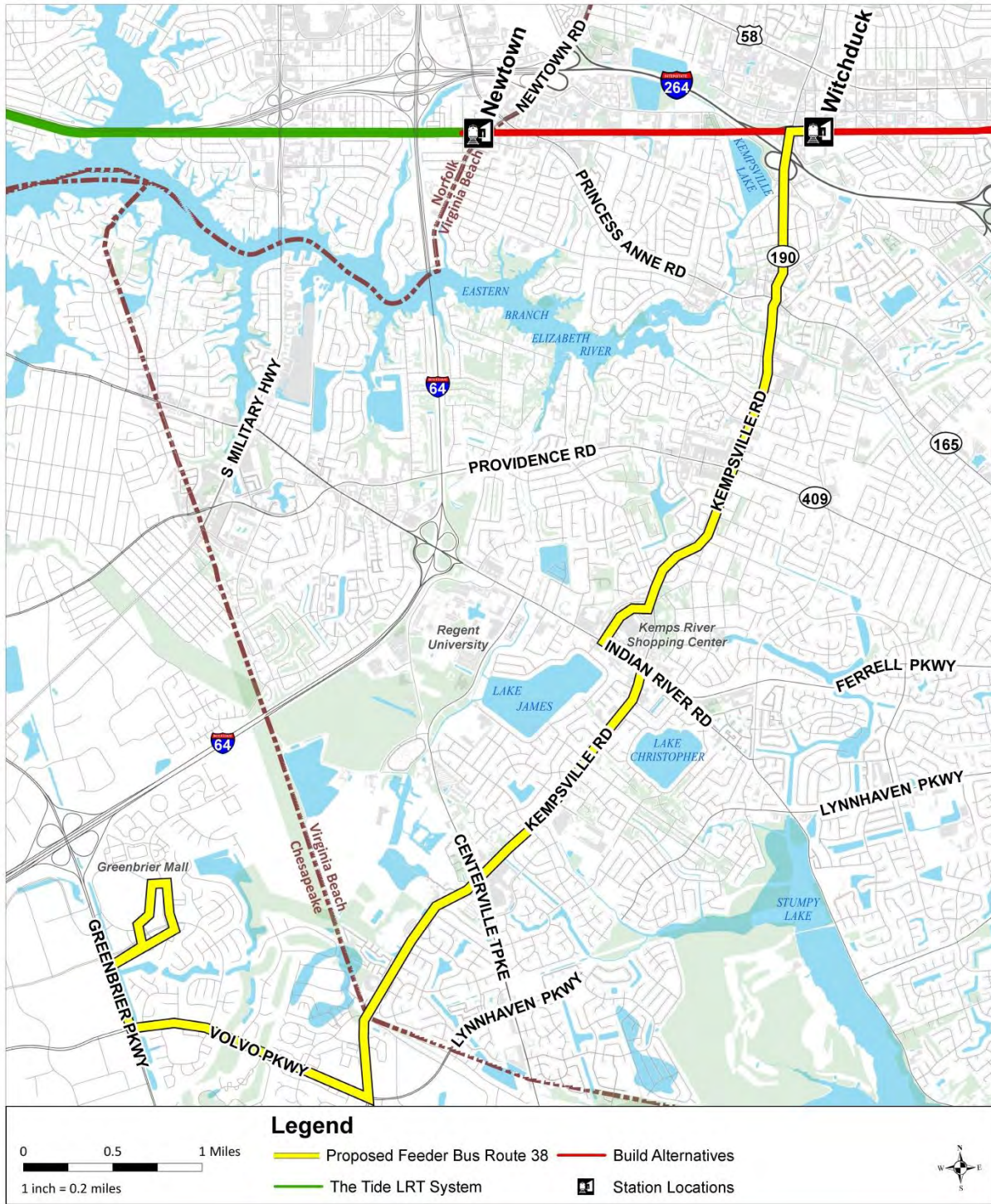




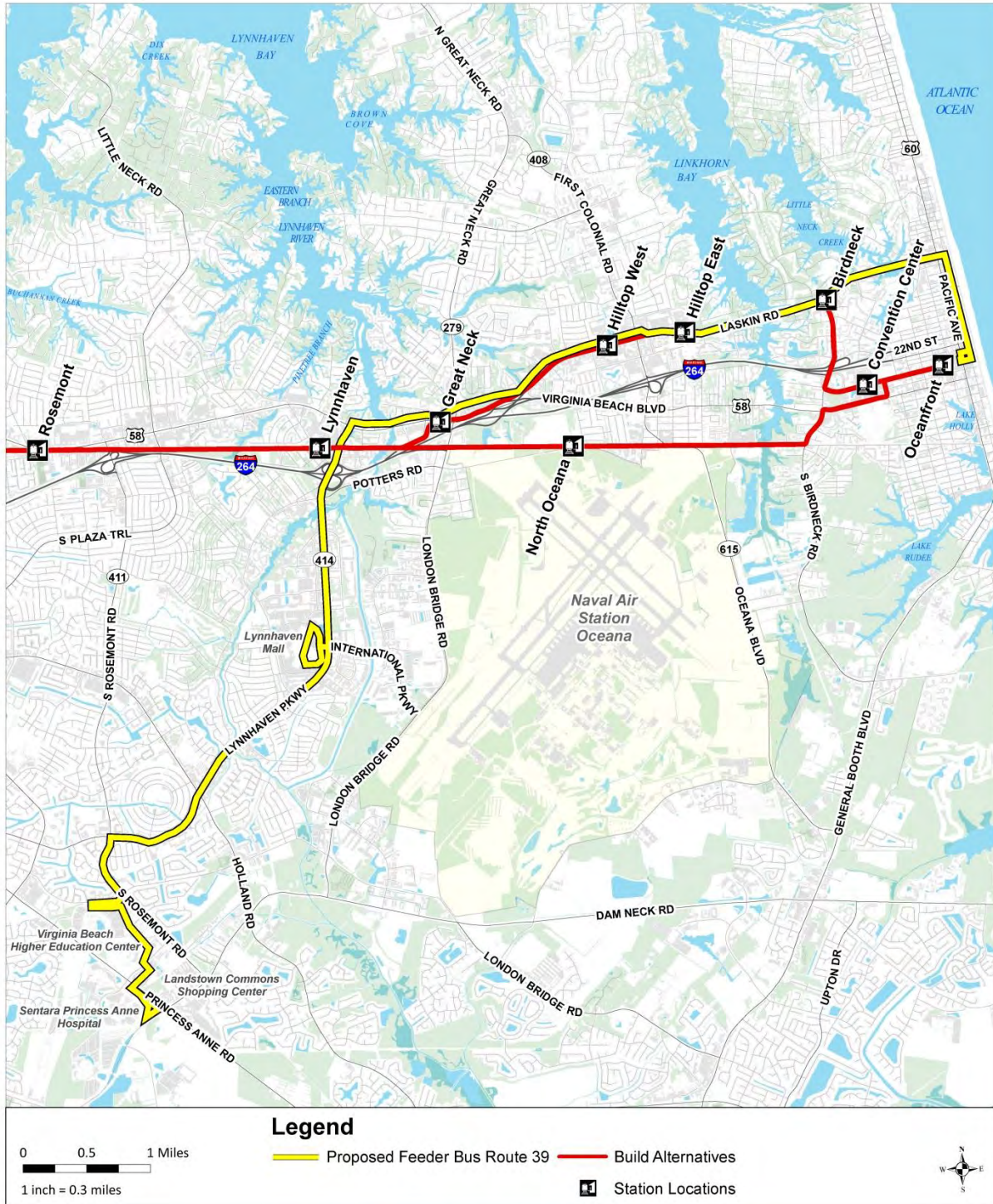












**Questions from Meeting Attendees**

Virginia Beach Transit Extension Study  
(VBTES) November 2014 Public Meetings

Public Meeting #1

11/20/2014

Renaissance Academy, 5100 Cleveland St.

**Question and Answer Session:**

1. What about longer span of service for Route 20?
2. What about having mini express buses between EOL station and transfer hubs?
3. Is there an active regional group to discuss regional transit connectivity?
4. When do you anticipate City Council making a decision?
5. What is the cost of running Newtown to Town Center?
6. Has there been any discussion of having express bus service between Newtown Road and Town Center?